Minnesota Transportation Museum

MINNEGAZETTE

Spring 2003

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MINNEGAZETTE

Official Journal of the
MINNESOTA TRANSPORTATION MUSEUM, INC.

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CIRCULATION

The **Minnegazette** is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional $7 per year charge.

SUBMISSIONS

The **Minnegazette** welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Osceola & St. Croix Valley Ry. in Osceola and the Steamboat Minnehaha and the Excelsior Streetcar Line in Excelsior.

MEMBERSHIPS

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SEND DUES, ADDRESS CHANGES AND MEMBERSHIP CONCERNS TO

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BOARD OF DIRECTORS

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Lake Minnetonka Division: **Mike Kramer**

Sorry We're Late. . . . .

This issue is arriving much later than normal. The Editor was out of town at a bad time, then his computer went insane and had to be rebuilt, then the production Editor had to leave town for a business trip. We'll try to catch up with the next issue.

CORRECTIONS & NEW INFO

Eric Eaton was incorrectly identified as Eric Easton in the photograph caption on page 15.

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In the foreground of the Winter 2003 cover photo is something unusual. It's a single slip switch, basically a crossing of two tracks that also allows a movement from one track to another. Double slip switches were much more common, with many located at the Minneapolis Great Northern Depot and the St. Paul Union Depot. Do any still exist in Minnesota?

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Bill Graham points out that lurking in the upper left corner of the inside front cover photo of 0-6-0 #353 is a Northern Pacific triple combine. Apparently five of the cars, including MTM's #1103, were located at Como Shops at that time.

Younger MTM members may not know that steamer #353 was owned for awhile by MTM in the mid-1960s. The museum wasn't yet ready for a steam locomotive, and transferred ownership to the Western Minnesota Steam Thresher's Association, which repaired it inside the Minnesota Transfer (now Minnesota Commercial) roundhouse. The locomotive now operates annually at the Thresher's annual Labor Day event in Rollag, MN. It is housed in a new roundhouse opened in 2002.

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Ken Albrecht caught the error in the photo that accompanied the obituary of Edwin Nelson. It can't be car 1269, which was a gate car. The front door clearly belongs to one of the cars rebuilt in the same way as #1300.

OBITUARIES

Long time member Bill Marshall has died of cancer. An active MTM volunteer since the 1970's, Bill worked on the construction of the Como-Harriet line. In recent years, Bill has been one of the regulars at the Minnehaha Depot and on RPO car #1102 at Osceola. He began his career as a station agent and tower operator on the Chicago & Northwestern, and worked for the Illinois Central as a signal engineer. He was employed by the Metropolitan Transit COmmission in the 1970's on the early attempts to built rail transit in the Twin Cities. In 1999, Bill received the MTM Lifetime Achievement Award. Suffering from Terminal cancer, Bill recently sent an email asking to thank the members of MTM for their support during his illness.

The Lake Minnetonka Division is sad to announce the passing of our long-time volunteer and friend **Elizabeth Zastrow** in January 2003. Elizabeth was a fixture in the Ticket Office, on the steamboat, and certainly at all the elegant fundraisers put on in the past. Elizabeth was quick with suggestions and her opinion would be offered about a variety of subjects, a trait valued at LMD. Her signature fancy bejeweled "Admiral Hat" had a personality all its own but on Elizabeth, it paled in comparison. Elizabeth will be greatly missed and our condolences go out to her family, especially our volunteer **John Love**, Elizabeth's brother.

-Ann Merriman

Front cover: The streetcar line built in Moorhead ended at the State Normal School, today Moorhead State University. In the early years the track ended in front of the Administration Building. O. E. Flaten photo. Clay County Historical Society collection.

Inside front cover: The Summer 2002 Minnegazette featured the trestles that accessed the Minneapolis West Side milling district. At the time of publication, the only views of the trestle over 1st Street were taken from the east end. Since then this photo of the west end of the trestle has surfaced. Portland Avenue is in the foreground. Note the large sheeves for the water powered cable system for moving cars on the trestle.
Hennepin County Historical Society collection.

CHAIRMAN'S REPORT

-Bill Handschin

The 2003 Annual Member Meeting was held at the newly constructed Minnesota Centennial Showboat, docked at Harriet Island in St. Paul. Our thanks to the engineering firm TKDA of St. Paul for their donation that covered the cost of the evening. TKDA has been an engineering consultant on the Jackson Street Roundhouse reconstruction.

Executive Director **Don Meyer** presided and presented several awards to recognize the contributions of MTM's many volunteers. On that subject, the staff produced an annual report that listed the volunteers who were active in 2002. The list contained 351 names, which I believe to be an all-time record for voluntarism. The number is particularly impressive when one considers that there are 799 memberships. 241 of these are families. If one assumes two persons per family, that still brings the total membership to 1040, and the percentage of active members to 34 percent, a very impressive number which will crucial to our fund raising efforts.

The *Executive Director's award* for unselfish and multi-faceted volunteering, often behind the scene, went to **Jim Vaitkunas**. He serves as Traction General Superintendent, writes and edits the Como-Harriet Currents newsletter, sits on the museum's Finance Committee and has been active in fund raising.

The *George Isaacs Award* for excellence in restoration was presented to **Ken Albrecht**, for his skilled work on streetcar #1239, especially the extremely tricky rear steps fabrication.

The *Russell Olson Award* for scholarship went to **Aaron Isaacs**, for his 13 years as Minnegazette Editor, and for his recent book (co-written with **Bill Graham**) on the Como-Harriet Streetcar Line.

The *Rising Star Award* for extraordinary volunteerism by a young member went to sisters **Ann and Liz Kramer**, who have been helping at the Steamboat for almost half their lives.

Leave
A LEGACY
MINNESOTA

MTM's Endowment Program

Last year we marked the museum's 40th anniversary with a revitalized logo, celebrating this significant milestone in our history. You most likely saw it in use on the front of our 2002 brochure and all the 2002 Minnegazettes. But at its December meeting, the Board of Directors did something even more substantive and gave the organization a birthday present by approving the basic guidelines for an endowment program.

An endowment is essentially a donation that is invested rather than immediately spent. The museum then uses the interest earned from that investment to fund its general operations or a specific program. The full amount of the gift remains invested, earning interest or dividends year-after year. The appeal to the donor is that their gift can benefit the museum for more than a lifetime. The value to the museum is having a reliable, long-term source of revenue.

The donor determines the purpose of the gift at the time of the contribution. This needs to be in writing since it actually becomes a binding agreement between the donor and the museum. The purpose of the gift, then, will not change, regardless of other changes within the museum such as Board leadership.

Endowment gifts will be deposited, or invested, separately from those that go into the general operating fund. That gives the donor the additional assurance that the gift will remain true to its purpose and not disappear within the larger pool of monies needed to pay routine bills.

There is no limit to the size a fund may grow and no limit to the number of times a person may contribute to a fund. However the Board, at the recommendation of both the Finance and Development Committees, has agreed to a policy to reinvest earnings until a fund reaches a minimum cash balance of $10,000. From then on the interest will be applied to funding the stated purpose of the gift. And to avoid the creation of several small funds that cannot be used, the minimum currently needed to establish a fund is $1,000.

The Board approved these basic guidelines at its December meeting. By year's end, and with little notice being sent out, three funds were established through the contributions of four donors. All three funds are below the $10,000 minimum needed before the interest earned can be applied to their respective purposes. But with each fund the strategy being used to build up the fund demonstrates some variety to the possibilities of how endowments can be enhanced. For example....

Eric Hopp contributed to establish the MTM Fund for the general operating support of the museum. In addition to his gift, Eric has submitted a matching gift request to his employer. And when that money is received it will be deposited into this fund and help it towards reaching the required goal.

Dick Kolter contributed to establish a fund for the repair and maintenance of the Railroad Division's operating equipment. Dick extended an invitation to others in the Railroad Division to help support this fund. **Jonathan Van Niewaal** responded and his gift was added to Dick's to help that particular fund grow.

Charles Barthold contributed to establish a fund for the care, maintenance, preservation and/or restoration of all museum artifacts. His gift blends both a cash contribution and a planned gift in the form of an insurance policy listing MTM as the beneficiary. And like Eric, Charles has asked his employer to match his gift in order to increase the balance of the fund.

You have likely seen in the last few issues of the Minnegazette the logo for Leave a Legacy. This is a national initiative sponsored locally by the Minnesota Planned Giving Council to promote endowment and planned gifts. We have used the logo with MPGC's permission in anticipation of getting our own program underway to encourage museum members and friends to leave their own legacy for the long-term benefit of MTM. And now we have that program.

All of you have supported the museum, whether by your membership dues, volunteer services, contributions or in-kind gifts. For many of you the commitment has covered several years, demonstrating your commitment to and identification with the museum's purpose. Now there is a mechanism in place so that you can literally leave your own legacy, assisting in our operations long after your own active involvement comes to a close.

As you can see from the three examples cited above, the endowment program is not restricted to some millionaires' club. Anyone can participate. In fact a quote in the Leave a Legacy materials makes this point quite effectively. A retired teacher states, "My estate will never be large enough to build libraries, but it may be large enough to buy books for a library." Such a perspective has a tremendous, positive impact on the long-term success of any organization.

This past year we celebrated the efforts of our founders as pioneers with a vision that went from saving one streetcar to a multi-site operation with trains, buses, boat, and roundhouse. In the context of the endowment program, we have the opportunity to celebrate the efforts of a new generation of pioneers, who are establishing a means of funding the many projects and programs of the museum to insure another 40 years of progress.

If you would like to know more about the endowment program, please contact me at the museum office, 651-228-0263, extension 3101 or by email at exdir@mtmuseum.org.

TRACTION REPORT

- Louis Hoffman

Annual Appeal Update

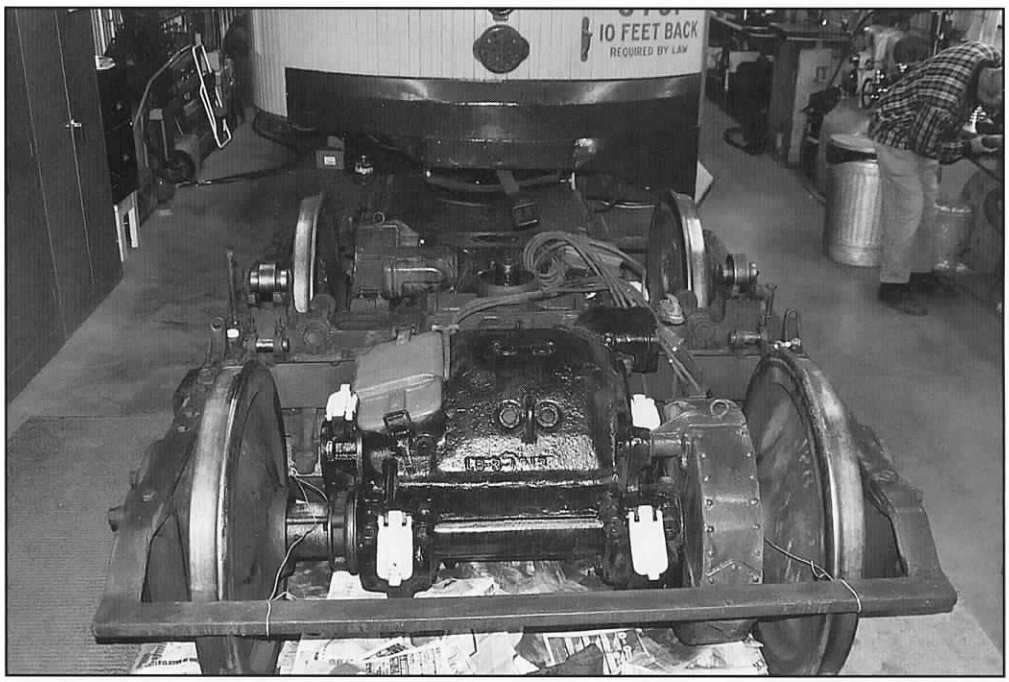
As of March 14, the 2003-2003 Annual Appeal totaled $11,648.00 from 58 donors. Of that amount, $8,610.00 was dedicated to the TEA-21 Local Match Fund (Please remember that we need $175,000 - a twenty percent match plus administrative and engineering costs), $1,975.00 to the #1300 Fund, and $720.00 to the Winona #10 Fund. Donations range from $10.00 to $2,500.00 and break down as follows:

Up to $49.00	13
$50.00 to 99.00	14
$100.00 to 249.00	21
$250.00 to 499.00	3
$500.00 to 999.00	4
More than $1,000.00	3

We've received donations from the following members and friends: **Alfred and Dorothee Aeppli, Jan and Ken Albrecht, matched by the Blandin Foundation, John W. Allison, Bettye and Earl Anderson, Mike Anderson, William G. Arends, Donald G. Baker, Carl and Jane Barthelemy, Anthony J. Bauman, Mary and Tom Beaumont, Douglas P. Beedon, Lyndon Benson, John Cartwright, Steve Collin, John DeWitt, Rod Eaton, Fred Gastreich, Nils C. Halker, Tony Hannold, Jim Harrison, Roy Harvey, James P. Hassing, Scott Heiderich, John Heinl, Richard A. Hesse, Louis Hoffman, Aaron and Mona Isaacs, Florence and George Isaacs, George Ittner, Bob and Kirsten Jacob, Miles A. Jarrow, Robert J. Johnson, Robert R. Johnson, Marv Krafve, Brian Krysinski in memory of his mother, Elaine B. Krysinski, Harry S. Lee, Lane and Nancy Littrell, George Lykkes, Charles McCarthy and Flauren Ricketts, Metro West Inspection Services, Susan L. Meyers, Michael E. Miller, Jan and Steve Mitchell, Gary Neunsinger, Dick and Joan Niemiec, Russ Olson, Jim Otto, John W. Palewicz, John and Kathy Prestholdt, Gerald W. Robertson, Frank and Judy Sandberg, John Schumann, Bruce D. Smith, Greg and Linda Taylor, Peter Throckmorton, Bruce Treichler, Jim and Jincy Vaitkunas, David VenHuizen, and Lowell Wood.** Thanks to all.

Above: Streetcar #1300 approaches the Cottage City stop during a late fall run. The station's deteriorated steps will be repaired in 2004 as part of the TEA-21 funded rebuilding of the line. Aaron Isaacs photo.

Below: Car #1300's trucks have received major work this winter, including rebuilding the brake rigging, replacing the brake shoes, rewiring and painting. Phil Settergren photo.



The Museum has nearly 1,000 members. That means that there are more that 900 members we haven't heard from. Although the 2002-2003 Annual Appeal is done, don't fret - your opportunity to contribute is The Campaign for Como-Harriet, our ambitious drive to build a secure foundation for the Como-Harriet Streetcar Line for the generations to come.

The Campaign For Como-Harriet - Let's Keep The Streetcars Rolling

The last Minnegazette outlined The Campaign for Como-Harriet, our ambitious plan to raise the local match we need to leverage the $440,000.00

MTM volunteers staffed the Hiawatha LRT mockup when it was on display in downtown Minneapolis, and received this thank you from the Hennepin County Board. The volunteers (in hats left to right) were George Isaacs, John Dewitt, Louis Hoffman, Mike Buck and Jim Vaitkunas. The County Commissioners pictured are Mark Stenglein, Penny Steele, Mike Opat, Gail Dorfman, Peter McLaughlin, Mary Tambornino and Randy Johnson.

federal TEA-21 grant we've received. Please take a look at the nifty little brochure that's enclosed with this Minnegazette. Welcome the volunteer who calls on you. And please - and we know the economy is weak and the world situation uncertain - open your wallets to this worthy once-in-a-generation campaign that is, quite literally, the foundation upon which the Como-Harriet Streetcar Line's future will be built. Once this work is done, that foundation is in good shape, with careful maintenance, for the next half-century.

Thanks to Committee co-chairs, **John DeWitt** and **Mike Miller**, their team of volunteers who are reaching out to the membership and the community, and our entire TEA-21 team headed by General Superintendent **Jim Vaitkunas**, who is coordinating members and friends working with MnDOT and others on the plans, specifications, and approvals we need to actually do the work (which we hope will be done in Spring 2004 or Autumn at the latest). A special thanks to Chief Financial Officer and Treasurer **Dave Kettering** for his invaluable and ongoing assistance to the Committee.

TCRT #1583 returns

For years the East Troy Electric Railroad in East Troy, WI has operated a streetcar created from the body of Twin City Rapid Transit #1583, plus many parts from elsewhere. The result is a double ended car with reversible seats, Taylor trucks and shoe-type trolley poles, all very unlike the car in its TCRT days. Purists among us have taken exception to the car being presented as the fictional Duluth #253, with a paint scheme that doesn't resemble anything historically accurate.

Over the last winter the car has received a makeover. It is now painted in accurate TCRT colors and is carrying its original 1583 number. MTM members **Jim Vaitkunas, Bill Graham** and **Forrest Johnson** provided assistance to the folks at East Troy.

Volunteer Roll Call

2002 was another banner year for volunteerism at Lake Harriet. Thanks to 106 Transportation Department volunteers who made it all possible by contributing 3,196.5 hours to the operation of streetcars at Lake Harriet. Of these hours, 2,629 were in regularly scheduled operations, 216.5 were in station operations, 45 were in charter operations, and the remaining 306 were in Halloween Ghost Trolley operations.

Here are the month-by-month totals:

CHSL Volunteer Hours	May	June	July	Aug.	Sept.	Oct.	Total
Foremen and Operators	456.0	536.0	644.25	522.25	323.0	147.5	2,629.0
Station Agents	35.5	43.75	43.0	39.25	28.5	26.5	216.5
Charter Foremen and Operators	7.0	7.0	13.5	11.0	3.5	3.0	45.0
Halloween Ghost Trolley						306.0	306.0
Total	**498.5**	**586.75**	**700.75**	**572.5**	**355**	**483**	**3,196.5**

Here are the leaders by categories: Foremen and Operators (40-plus hours): **Ken Albrecht**, 68.75; **Earl Anderson**, 48.5; **Carl Barthelemy**, 47.25; **Tom Beaumont**, 79.5; **Dave Culver**, 69; **John Dillery**, 42.75; **Dave French**, 72.75; **Clark Hoffman**, 56.25; **Harry McPeak**, 51.75; **George Martin**, 51.5; **Jerry Olsen**, 41.5; **John Prestholdt**, 50.5; **Kathy Prestholdt**, 50.5; **Greg Taylor**, 53.75; **Dave VenHuizen**, 70.25; **Bob Webster**, 49; and **Jim Willmore**, 43.

Station Agents (15-plus hours): **Bettye Anderson**, 47.5; **Lyndon Benson**, 33.75; **Angela Frerichs**, 25.25; **Robert Stevenson**, 34; and **Vonnie Thomasberg**, 19.75.

Charter Foremen and Operators (5-plus hours): **Jerry Olsen**, 8.5 and **Louis Hoffman**, 6.

Halloween Ghost Trolley (12-plus hours): **Bill Arends**, 16; **Fred Beamish**, 16; **Dave Culver**, 25; **Dave French**, 25; **Roy Harvey**, 16; **Karl Jones**, 12; **John Kennedy**, 16; **Jerry Olsen**, 16; and **John Prestholdt**, 16.

And here are the leaders with all Transportation Department categories combined (40-plus hours): **Ken Albrecht**, 69.75; **Bettye Anderson**, 47.5; **Earl Anderson**, 48.5; **Bill Arends**, 49.75; **Carl Barthelemy**, 54.75; **Tom Beaumont**, 88.75; **Joe Chisler**, 40; **Dave Culver**, 94.5; **Mark Digre**, 46.5; **John Dillery**, 43.25; **Dave French**, 97.75; **Bill Graham**, 40.25; **Clyde Hawkins**, 73.5; **Clark Hoffman**, 56.25; **Karl Jones**, 46; **George Martin**, 55; **Harry McPeak**, 51.75; **Howie Melco**, 42; **Jerry Olsen**, 66; **John Prestholdt**, 66.5; **Kathy Prestholdt**, 50.5; **Greg Taylor**, 57.75; **Dave VenHuizen**, 70.25; **Bob Webster**, 53.5; and **Jim Willmore**, 49.75. Thanks to these and everyone else who helped make our 2003 operating season possible.

General Services Department Update

Tom Beaumont has taken over as Passenger Agent, a new combined position responsible for carbarn tour administration, charter administration, the pass bureau, and the uniform shop (badges only - other items will be available to volunteers retail at the Linden Hills Station). **Jerry Olsen**

continues as charter crew caller. **Rod Eaton** (also chair of the Museum's Marketing Committee) and **Clyde Hawkins** are busy working on new ways to promote Como-Harriet as the Department's Marketing and Public Relations Committee. Look for a greater emphasis on charter and group operations, especially childcare, schools, and senior citizens, and special events. If you're interested in helping, let them know. There are plenty of ideas. The problem is implementing them - that's where you can come in (although new ideas are always welcome, too!). The last bit of departmental reorganization is the Museum Services Committee formed of **Aaron Isaacs, Russ Olson** and **John Prestholdt**. For the time being, this committee will stick to what the three have done as individuals - maintain the station exhibits, take and catalog photos, and historical research. With some additional volunteers, I hope that this can become an active commit-tee that allows Como-Harriet to more fully live out its mission, and the Museum's, in the area of education, interpretation, and research. Interested? Give us a call.

Look for a new Como-Harriet yellow brochure this spring. We're working with Linden Hills graphic artists **Bill and Linda Lundborg** of West 44th Street Design, longtime friends of the Museum, on a newly designed brochure that will be phased into distribution as the last of the old ones run out. With Metro Transit's **Rick Schuster, Louis Hoffman, Aaron Isaacs** and **Mike Miller** are working on a Como-Harriet poster, to be completed this summer. It will be sold at the Linden Hills Station and other MTM exhibit sites but will also be posted in the windows of neighborhood stores and the like. This effort is consistent with the Traction Division's 2001 passenger survey that indicated nearly half of our passengers were repeat passengers, nearly half were in the area and saw the streetcar, but virtually none responded to free or paid advertising.

Personnel Department Update

Sharp-eyed Minnegazette readers will note that there was no Personnel Department update in the last issue. The reorganization and renaming of the former Training Department (before that the Safety and Training Department) was approved by the Traction Committee at its annual winter retreat at the request of Superintendent **Dave Culver**. Here are the details: The Department is an expansion and reorganization of the former Training Department. Dave will remain as Superintendent of the new Department. He'll be assisted by three Assistant Superintendents, Training (**Dave French**), Staffing (vacant), and Safety (vacant). Assistant Superintendent - Training **Dave French** will coordinate, direct, and plan all volunteer training activities. He'll oversee three Lead Trainers, one for standard cars (vacant), PCC cars (**John DeWitt**), and Station Agents (**Betty Culver**), who will be responsible for training activities within their area. In addition, the Training group will include two Rules Examiners and Inspectors (vacant), who will assist with recertification and refresher training but will primarily be involved with coaching, evaluation, mentoring, and on-the-job training of foremen, operators, and station agents. The Assistant Superintendent - Staffing will be responsible for providing sufficient numbers of volunteers for Traction Division projects and will conduct the annual member skill survey. The Assistant Superintendent - Safety will coordinate, plan, and direct all activities relating to volunteer safety, including compliance with federal, state, and local safety requirements.

Obviously, this is a Department under construction. By the time you read this, the 2003 training program will be underway with a full complement in the Department - look for names in the summer issue. In addition to the year-to-year activities, the Department has set an ambitious agenda: training volunteers on the revised cash handling system adopted at Lake Harriet for the 2003 season; piloting a revised Refresher Training Program that will include building a training database, revising methods of evaluation, and revising program content; revising the annual member survey to focus on member skills and not project interest in cooperation with Traction Division officers to ensure that the right questions are asked; and conduct a safety survey to determine where the Traction Division is and isn't in compliance and bring operations into compliance.

Transportation Department Update

There's very little new with the 2003 schedule - service will begin on Saturday, May 3. Daily service will begin on Friday, May 16. Daily service will continue through Sunday, September 7, including "early-bird" operations beginning at 9:00 a.m. on Memorial Day and 9:30 a.m. on Independence Day and Labor Day. Of course, we'll be operating our special service all day on Memorial Day, serving Lakewood Cemetery.

But here's the big change - weekend service will continue into November, ending on Sunday, November 30 - Thanksgiving weekend. November operations, of course, will be weather permitting. But based on the weather last October and November, there was little difference (we know that's not always the case). If that happens again, we can perhaps add another thousand passengers to the bottom line. The Traction Committee will also proceed with planning a Christmas Santa Trolley in December 2004. This presents logistics and personnel challenges. It'll probably start on a limited, trial basis. But if we can meet those challenges, look for service every weekend from Thanksgiving through Christmas. But it's a great opportunity to add further to the bottom line - and start a new MTM and Linden Hills tradition. Do you want to help? Please let me know.

Mechanical Department Update

- Clyde Stephens

The Linden Hills Carbarn shop forces are busy at work on #1300. The Tuesday morning crew, led by **Neil Howes,** continues their work on renewal of the electrical wiring. **Jerry Olsen** and **Phil Settergren** have been cleaning the electrical contacts and **Howie Melco** is repairing the deteriorated parts of the controller box. The doors have been removed and are being restored. Thanks to **Dennis Stephens** for finding the right size ball bearings to replace the worn ones, and to **Bill Arends** and **Carl Barthelemy** for their work on wood restoration.

We're also replacing the broken brake heads - the part that the brake shoes attach to. They're being cast at the Smith Foundry after which they'll be machined. **Ken Albrecht** made the molds and is supervising the casting and machining. Other parts of the brake rigging are being removed, inspected, and repaired as needed. **George Isaacs, Dennis Stephens,** and **Jim Willmore** are among the volunteers doing this important work.

Other tasks include the disassembly, cleaning, and reassembly of the myriad parts that keep a streetcar together and operating safely. Many of these tasks don't require special skills. But they're essential to the preservation of #1300 and our fleet - and their safe operation. Thanks to others who are helping with these tasks. They include **Tom Beaumont, Lyndon Benson, Dave French, Charles McCarthy, Mike Miller,** and **Jim Otto**. A special thanks to Shop

The Classic Bus Division has acquired two more ex-Twin City Lines GMC 5105s. The bus at left is #1303, acquired in 1993 from North Suburban Lines. Next to it is 1364, purchased in 2002 from River's Edge Tubing in Somerset, WI. It is still painted in the TCRT 1960s turquoise and white. The other photo shows TCRT #1171, acquired from later owner Richfield Bus Co. in 2002. All are expected to run for Thomas the Tank Engine. Eric Hopp photos.

Foreman **Karl Jones**, the glue that keeps all these projects on schedule and on track so that #1300 will be ready for service by Members Day in mid-June.

Upcoming work includes replacement of #1300's seats with the recently ordered rattan (part of a mass order placed with other Museums - another value of the Traction Division's participation in the Association of Railway Museums). Do you have caning experiences? Would you like to learn how to cane? If so, please contact me at (952) 920-0895 or cstephens1@mn.rr.com. Next winter, we'll begin evaluating #1300's steel frame and the need to replace the wood floor.

MTM Bus Operations Returns

-Phil Epstein

The MTM Classic Bus Operations is up and running again, under Superintendent of Classic Bus Operations, **Ken Luebeck**.

Last October **Ken** and **Mike Ondecker** arranged the purchase of a GMC TDH 5105 bus from Rivers Edge Entertainment in Somerset, Wisconsin. The bus is former Twin City Lines 1364 a sister of 1399 already in the MTM stable. It is at the Jackson Street Roundhouse. Since it arrived in October 2002, Mike and I have been working on getting it in running condition. In November I got the engine running and began to notice air leaks coming from all directions. Thanks to mild weather and sense enough to dress in warm clothes, I spent the next two weeks replacing corroded pipe and fittings and got the air system tight. The next month Mike and I preformed over 30 various repairs, making trips to Rivers Edge where we were able to get parts from other 5105's they have that are inoperable. At this time we are finishing interior work and will have 1364 running for Weekend With Thomas at the Jackson Street Roundhouse.

We also have parts from two of three buses given to MTM 15 years ago by Lorenz Bus Service. These buses were given to us for parts for 1399, our Flagship bus currently out of service at Nicollet Garage.

In November 2002, Mike and I went to Newport where the Lorenz buses are stored to look over the condition of the three buses. Two of them didn't look too good but the third, former TCL 1303 caught my eye in that it had not been robbed of engine parts and in fact the whole back end of the bus was dirty and greasy. This is a clue the bus was running when taken out of service. Up front was a different story. The main switch panel had been cut right out of the bus; the wiring harness cut right off even with the floor. Not to be discouraged and having a strange feeling the bus wanted to be saved, I decided to attempt to start the engine. Diesel engines need no ignition system, but need a way to be stopped. Normally the engines are stopped by air pressure applied to the fuel rack. An alternative is an emergency stop choke in the air intake stream. Knowing there was a way to stop the engine, I gave it a shot of ether and hit the start switch from the rear control panel. Believe it or not the starter cranked the engine and it began pouring smoke out the tail pipe. This is a good sign, meaning fuel is going thru the injectors. After two battery charges and four attempts a couple cylinders came to life. I held the throttle half open for maybe five minutes and the old girl caught on and in an explosion of noise, dust and smoke the engine revved up on all six and the generator started charging the battery we had sitting on the ground next to the bus and the air started pumping up and the air suspension system lifted the bus up off its knees. With no control panel up front it reminds you of a headless chicken - it'll run but won't go nowhere.

Anyway, I knew it was coming home to us. In November we had it moved to JSR and we are working on it now. 1303 will be running shuttle service for the

Thomas event. She sure looks pretty inside with her new paint, glass, and mirrors.

We also have received another ex TCL 5105, #1171, a gift from Richfield Bus Company. After leaving the Twin Cities, it ran in Sioux Falls, SD, a system operated by Richfield Bus Co. 1171 is at JSR and is also being repaired.

Bus 1399, owned for many years by MTM is waiting for transportation to Perham, MN where a retired Fargo, ND diesel mechanic has offered to overhaul the engine for us free if we provide the parts. Those arrangements have been made and we hope to get this project started in early April this year.

I think I'll stop now before I exceed the space I've been given. I'll tell you next time of the many wonderful people who helped us get to this point.

Please drop by the Jackson Street Roundhouse and check us out. We are there mostly Friday, always Saturday and usually Sunday. We are on the west end of the back lot. We invite inquiries and participants in our restoration projects. We also need drivers. We expect to provide transportation between the museum venues for members and museum patrons. Driver certification is ongoing.

Since these buses are part of the fleet that replaced the streetcars, we feel they are an historic asset to the museum and the community it serves. Ken's phone # is 612 490 1003. My phone # is 612-360-7575. E-mail pipe554@yahoo.com. See you at JSR or at one of the events the buses will be part of.

MTMUSEUM.Org Update

-Dan Lamatsch

Some exciting changes are taking place under the direction of the new MTM Marketing Committee. A goal identified early on in our 2003 planning process was to update www.mtmuseum.org, MTM's website.

A little background - our daily website visits have increased steadily since we've begun tracking stats. We started at approximately 160 visits per day. In the fall, we received nearly 170 visits per day. With the Thomas event coming in April/May, visits have jumped to just over 250 per day. Why? One significant reason is that customers are able to purchase tickets online for the Thomas event through the online ticketing vendor, Ticketweb.

One of my main goals as MTM's website development coordinator is to implement online ticketing. We already have a contract with Ticketweb to provide the online ticketing for Thomas. Currently, the RR board has approved the use of Ticketweb for its venues, Steamboat is in the process of reviewing Ticketweb, and the MTM Board will have the Ticketweb contract presented at their April meeting.

In regards to other items that we've updated and other projects we plan to implement, here's the condensed version of what has been done, and what will be done very soon:

We will have monthly calendars for the venues that choose to have one; so far, Railroad and Steamboat have elected to use this new calendar.

With the help of **Wes Barris**, our webmaster, all divisions now have a consistent look in their sub-menu navigation. Some things to point out; each division's introduction page is similar in layout to other divisions', there has been a 'contact' button added to each division's submenu navigation, and now Steamboat Minehaha and Excelsior Streetcar each have their own section on the website. Soon to come, we'll be adding a "Classic Bus" section. Also, with the help of **Charles Barthold**, we'll be adding an "online store" for an online user to purchase any item we currently sell at any MTM location; since one of the bright spots from last year's income was an increased revenue from merchandise sales at venues, adding merchandise sales online will be a priority for the website. We'll also be redesigning the MTM section of mtmuseum.org. The MTM logo in the upper left of the left-hand navigation frame will become the MTM section of the website. We'll be adding features like 'volunteer', 'become a member', 'online store', 'contact', 'donate', 'history', 'restoration' and 'Minnegazette online'.

Finally, the process for posting items to the website has changed. In order to maintain a consistent identity online and a clean user interface, it is imperative that only Wes make changes to the website. Therefore, if you'd like something posted or changed on a certain division page, email me at dlamatsch@mn.rr.com, and I will look it over and then pass it on to Wes. I'm now the website 'police officer'. Since Wes no longer resides locally (he's down under in Australia), I will be the local contact person for all of MTM when it comes to the website. Wes and I are in contact daily about the website and other issues, so your items will be posted within a reasonable amount of time. Along those lines for posting items, please allow a minimum of 48 hours for small requests, and a minimum of 3-4 days for larger requests (a small request would be adding or removing text or photos, for instance, and a large request would be a navigation change or big event, such as Thomas).

Where do you fit in? I urge you to check out mtmuseum.org and look it over carefully. There may be some items that need updating, like histories, works in progress, photos, etc. Wes and I can only do so much. Some members have already stepped forward to help us 'police' the website and have suggested some changes that are very helpful. I encourage you to do the same.

Email me at anytime with your website related questions, comments, and concerns at dlamatsch@mn.rr.com or call 651-398-8269.

What follows is a recap of "visits" to our website since we started recording them last year. Visits is the most accurate indicator to report. A 'visit' is one unique user visiting many parts of the site; also, a visitor is recorded as one IP address.

What we don't pay much attention to is "hits". A 'hit' is many things - a body of text, a graphic, a logo, a picture... therefore, to talk about the number of daily 'hits' on our website is very misleading...we could say that right now, according to our most up to date webstats, we'd have 126,173 average daily hits for the month of March. Misleading. That's why I like to talk about visits, not hits.

Monthly Totals	**Visits**
Mar 2003	6,229
Feb 2003	5,073
Jan 2003	5,142
Dec 2002	4,145
Nov 2002	3,843
Oct 2002	4,750
Sep 2002	5,334
Aug 2002	2,314
Totals	**36,830**

RAILROAD DIVISION REPORT

-Dick Kolter

The primary activity keeping the operating crewmembers busy during the off season was rules training. Federal regulations make this periodic training necessary for all levels of service. Everyone is required to participate every two years and, additionally, engineers receive more instruction on a three-year cycle. This year both the two and three year training cycles came up, so there was plenty of work for the Operational Safety and Training Committee headed by **Morten Jorgensen**. **Ward Gilkerson** did most of the instructing, with brake systems help from **John Stein** and **Ron Erickson**.

Soo/MN&S #40 rides the turntable at Jackson Street. Eric Hopp photos.

At the completion of the class, crewmembers were required to pass a ninety-question test by scoring at least eighty five percent correct. Anyone who was unfortunate enough not to pass was given the opportunity for more training and a re-examination. After everything was completed we wound up with 10 student brakemen, 17 brakemen, 14 conductors, and 18 engineers.

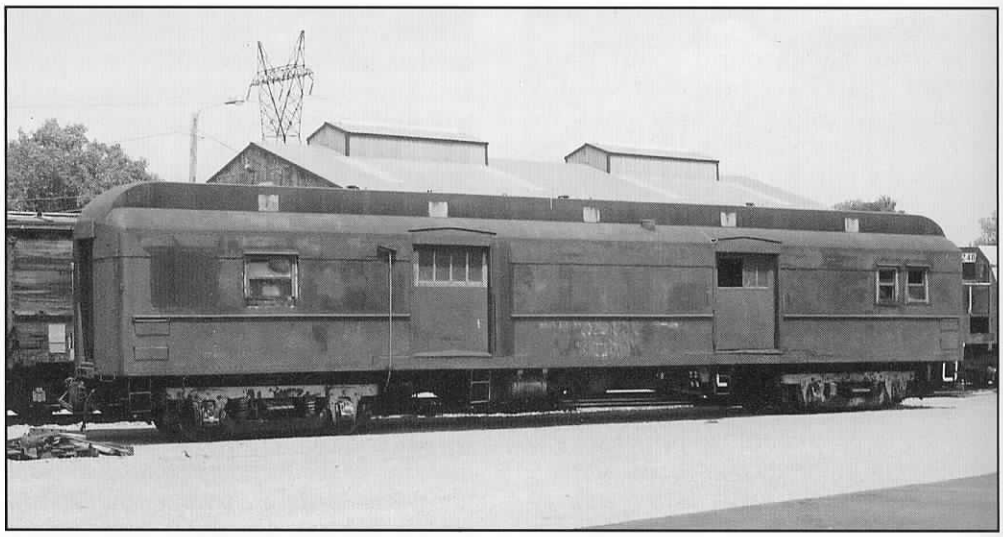
Classes for beginning crewmembers were held later in the spring on an as needed basis. Normally new crewmembers are encouraged to work for one season as passenger service personnel, or car hosts, and then go through the training for the operating crew. Anyone wanting to join the volunteer crew can contact Morten, or most any active member, for information.

Probably the biggest single work project in the Railroad Division this winter was actually more of a restoration project. Great Northern baggage car number 265 has a new look this spring. This car was acquired by MTM many years ago and has long been slated for restoration and use on the trains. When the car was first received the floor had been damaged and there was a considerable amount of rust all the way around the bottom. The old floor was removed, as was much of the rusted metal, but then the car got little attention until this year.

This winter **Kurt Mahre** and **Bill Pfannes** decided that they would do something about the inactive status of the car. The car was moved inside the roundhouse from its longtime storage area in the pole barn, and new metal panels were welded in the rust damaged locations. Many hours of work were required to get the sides of the car smooth and ready for paint. **Mark Keech, Eric Kallas,** and **Larry Kytola** helped with this dusty work. **Mike Warring**, a volunteer who does painting as a profession, applied the final coat of paint. At this writing a new floor was ready for installation and work was being done on a generator slated for installation in the car. Toilets are also planned.

When completed the car can be used for several purposes. It will easily serve as a concession car and the four large baggage doors can be opened to give passengers the feel of an open car. Car 1102 has been the concession car for years and never has had any kind of backup in case of a problem. This car can serve that purpose. Right now the car is between other equipment and difficult to photograph. A good portrait should appear in the next Minnegazette.

Chicago & North Western baggage car #8676, in maintenance of way paint, spent many years at the New Brighton Arsenal before being trucked to Jackson Street last year. Not suitable for service, it is being outfitted with shelves for storage.



This is the first of the special trains that transported MTM equipment from the Arsenal to Jackson Street last summer. A Minnesota Commercial locomotive pauses at Park Junction with Great Northern ex-FB unit heater car #16, a flatcar, four boxcars, a Soo Line water tender and GN parlor car Twin Ports. Eric Hopp photos.

The car receiving the most maintenance attention this winter was business car A-11. All of the water system plumbing was removed and replaced by **Greg Federly**. Much of the old piping was leaking so badly that the rest room so nicely restored a year ago by **Bill Phannes**, could not be used all season. The car uses an independent air system to pressurize the water and to operate the backup bell and whistle. This system gets its air from the brake line when the car is on a train but has to rely on an on board compressor when it is parked in a depot. This auxiliary air system also was faulty and was re-designed by **Eric Hopp**. **Phil Wellman** and **John VanNiewaal** installed a new compressor with controls. The trap doors on the rear observation platform work like they should after **Roger Johnson** installed new, stronger, springs. **Dick Fish, Dick Kolter,** and **Chris Olson** also found time to work on this car.

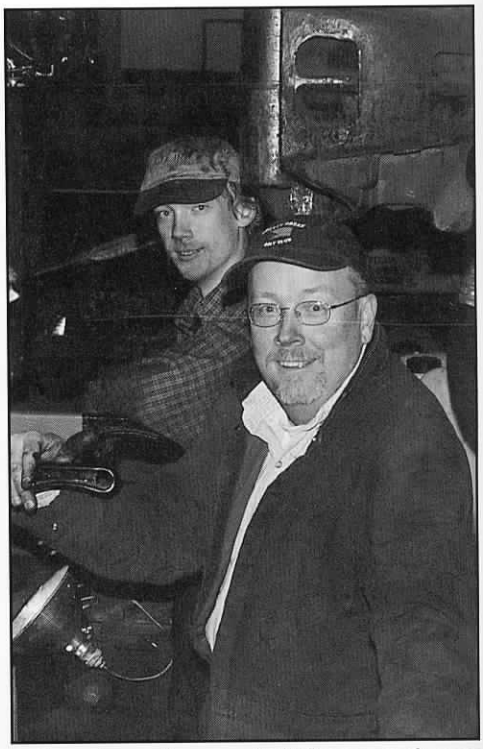
The Rock Island coach 2604 also saw some attention recently. Earlier this year, at a routine inspection, several very small air leaks were found in the brake piping system, which were repaired this winter. **John VanNiewaal** did most of this plumbing job. John is a new volunteer this year and has been around just about every weekend and has had a hand in most of bigger repair jobs done lately. 2604 also got some new paint. **Mark Keech** painted the roof of the car. **Eric Hopp** painted some of the window frames and **Thom Jesberg** painted much of the interior.

The basic focus of attention in the locomotive area has been 559, which was the engine used on almost all of the trains during the 2002 season. The last week of the season some oil was found in the cooling system water of, which meant that a long planned change of cylinder gaskets should now be done. Further examination determined that the oil cooler was faulty and a probable cause of the contamination. While each of the sixteen cylinders was apart, the rocker bearings were also replaced. In addition to **Phil Wellman**, who lead this project, other volunteers contributed much time. **Dan Goebel, Eric Wagner, John Crawford, Kurt Ericson, Dave Crawford** and **Dennis Holmes** participated.

All the other diesel locomotives got a thorough check and had several smaller repairs made. 105 got a new flexible coupling for a traction motor blower and an alignment of the air compressor mounting. 3110 had some new safety covers fabricated for moving engine parts, and NSP 5 had worn bushing replaced on the brake rigging. Seen working on these locomotives were **Bob Hawkins, Dick Kolter, Nick Modders, Roger Johnson, Chris Olson Keith Skievik,** and **Marc Peters**.

John Oliver's steam department crew has been putting much of their attention on the repair of the cracked steam passage on locomotive 2156, which is a major project. Removal of the pilot truck was required for this work. They also have been doing ultra sound testing to determine the strength of all parts of the boiler. Outside of the roundhouse, the 2153 has seen some attention to make its appearance more presentable. Active crew members here have been **Mike Gamble, Mike Matson, Ray Carr, Morgan Christian, Ron Beck, Lee Tuskey,** and **Dave Wantz.**

Dan Lamatsch is the volunteer in charge of advertising this year. He has been very active in development of a new brochure that is very specific to the operation at Osceola, but yet is not time sensitive. It can be used in future years without modification. Dan has also secured the services of professional radio ad people to create a radio ad spot that can be used on area stations. **Pat Kytola** has, as in the past, taken care of most of the usual advertising things that we normally do. In addition this year we are using more promotional coupons to give away at various events where our potential customers might be found. In her line of work Pat attends many events where she has found a receptive audience for these coupons. Most of the coupons are marked so that we can track them and determine where we get the best response.



Volunteers at work at Jackson Street. Jim Grunnet takes and records NP 2156 measurements. Ray Carr does ultrasound thickness testing on #2156. The father and son team of Dave (right) and Jon Clawson repairs an Osceola speeder's motor mount. Eric Hopp photos.

Some other things have been going on around Jackson Street during the winter. The caboose rides, started in November, continued until the Thomas The Tank Engine event in April. The number of riders on the caboose during most of the winter averaged more than one hundred per weekend. While this was not a real big money maker, the caboose was a very definite enhancement to the experience for the patrons of the roundhouse exhibits. The train operation at Osceola was also very actively promoted to the roundhouse visitors who rode the caboose. Two other cabooses were the center of attraction in another area nearby.

The unheated part of the roundhouse, called Bay B, was cleaned up by **Richard Kasseth** and **Eric Hopp** to make room for an area to do restoration work on wooden cars. They installed a panel track and moved in two cabooses, an old Milwaukee bay window unit and a former Burlington one, that both needed immediate attention to prevent further deterioration.

More on our Q caboose #13500

-Chris Olson

This caboose (or waycar in Burlington Route parlance) is the first of a class NE-10 built in 1930 at the Burlington's Aurora, IL shops. The NE-10 class was the first steel waycar built for the Burlington Route. They are unique in that the CB&Q adapted the NE-9 class wood waycar design by substituting steel for building material. This is in contrast to other railroads, which went for new designs when building in steel. A total of 25 NE-10s were built between February and March of 1930, starting with No. 13500 and ending with 13524.

They received modifications at different times. In 1945 nine (13516 through 13524) received axle generators, external battery boxes, electric lights, and an internal radio. The "brakewheel" style of radio antenna was placed on the "A" end forward of the cupola. Some also received an extra bathroom located forward of the cupola. The remaining sixteen were altered at a later date, and their modifications were different in some respects: The battery box was placed underneath a bunk inside the waycar rather than in an external battery box. Also, the radio antenna was a different style and was located on the cupola roof. In the case of 13500 the modifications were made sometime before 1954.

The exterior color schemes changed over the years. In 1930 the NE-10 class were painted mineral red. In early 1954 an orange maintenance-of-way color scheme was adopted as an experiment. Starting in 1959 some of the waycars received the Burlington Zephyr silver paint scheme, although photographic evidence shows No. 13500 never received this paint. After the merger in 1970 all NE-10s were repainted BN green with yellow end platforms and a silver roof. CB&Q 13500 was renumbered BN 11445. By this time most had been downgraded to yard or way freight service. In the 1980's all surviving units were retired, some to museums or parks. According to the Burlington Route Historical Society website, nine NE-10 class waycars still exist.

BN 11445 was placed outdoors on display in Bandana Square in the early 1980s. It was obtained by the MTM and moved to Jackson Street in 2000. After sitting outdoors it was recently placed indoors at the Jackson Street Roundhouse to serve as the first project for a new wood restoration shop. Volunteers **Jim Thompson, Marv Heller, Steve Hack** and staff member **Christopher Olson** have since been at work restoring the roof. It is hoped to eventually use this caboose for rides at Jackson Street Roundhouse or at Osceola.

JACKSON STREET SHOPS REPORT

-Eric Hopp

MTM has many wonderful sites, and we each have our favorite. Mine happens to be the Jackson Street Shops. Grab a hard hat and safety glasses, and let's take a quick tour.

The original Jackson Street Shops (the railroaders called it "Jax. St.") was built by the Great Northern back in the 1870's. The site stretched from MTM's property on the east to Rice Street on the west and Pennsylvania Avenue on the south. In continuous use for a century,

its most remembered role was as the main passenger car shops on the east end of the system. The western portion of the site was redeveloped in the 80's as the "Empire Builder" business park. Most was torn down, but three original stone buildings still survive just west of the Jackson Street bridge.

MTM has based its railroad maintenance in the pole barn since the mid-80's. (So the tradition continues almost without interruption.) The facilities were very limited, but a few dedicated volunteers did the best they could.

Today, however, Jackson Street Shops is back. Years of renovation have resulted in a quality work space, and it shows in the quality, quantity, and complexity of the work being turned out.

Our tour will begin in the usual spot - in the museum space at the north end of the building, "Bay D." These are stalls 21 through 25. Though mostly displays, shop forces have taken advantage of the raised floor to do window and roof work. (Not so far to fall!) A corner was also used to overhaul the Rock Island "Little Rocket."

Now, down the ramp into Bay C. Stalls 16, 17, and 18 have been restored, complete with inspection pits. Stall 19 also has rail (panel track on smooth concrete.) It is well-heated, well-lit, there are four electrical outlets on each column, and either 20 or 60 amps of 3-phase 208 power. There are also shore-power facilities for passenger cars.

Let me give a sample of the work done in here. This past winter, stall 16 has hosted the restoration of Northern Pacific 4-6-2 steam locomotive 2156, (ultrasonic boiler thickness testing, brake and frame work, and preparation for repair of the cracked cylinder,) and was also the parking spot for the caboose ride power, usually Andersen Windows SW1 3110. Stall 16 is also home to the 25-ton overhead bridge crane. Contractors and volunteers have been doing preliminary work, so that it can be used again.

Stall 17 has been the passenger car stall. This winter, Chicago & North Western express baggage car #8676 from the arsenal was converted to a parts storage unit, Great Northern business car A11 got new water plumbing, a standby system for water pressure when not in a train, a proper backup brake valve, a air horn/bell/supply reservoir combo, paint touch-up, a simplified/modernized generator control panel, and repair of a stubborn back door. Rock Island coach 2604 received brake plumbing repairs, PA-system repairs, correct "watch your step" signage, and interior repainting. GN coach 1096 is also due shop time. At the far end of the stall, one of Northern Pacific combine 1102's trucks is completely stripped down for overhaul.

Diesel maintenance has been done in stall 18. The big job has been work on Soo Line GP7 559 to correct recurring and expensive problems with cooling water in the engine oil. Mechanics removed and regasketed each of the sixteen cylinder heads, replaced damaged rocker arm bearings, and tested the oil/water heat exchanger for leaks. NP SW1200 105 and Andersen Windows 3110 both received minor work as well.

Stall 19 has witnessed a minor miracle. GN baggage car 265 (the red thing missing doors, floor, and the bottom foot of the walls) has been the focus of a concerted restoration effort. All perforations in the outer skin have been repaired, and it is once again in Empire Builder orange and green.

Stall 20, shorter than the rest because of the Executive office, is the heavy welding & fabrication shop. Tools include a big wire-feed welder, motor-gen welders, a tractor torch, a shear, and a sheet-metal brake. This winter's biggest job has been constructing more track for the Little Rocket.

The next quarter of the building is Bay B (stalls 11-15.) Recently used only for storage, it is now the site of the new wood shop, which is just being developed. Stall 14 was cleared out, panel track installed, and cabooses Milwaukee Road 992040 and Chicago Burlington & Quincy 13500 were moved inside. Both have failed roofs which caused tremendous woodwork damage inside. 13500, which research indicates was the Burlington's first steel caboose, has been selected as the first wood-shop project. Woodworkers have removed the rotten planking from the long roof, and rotten framing pieces renewed. Due to limited funds, milling our own tongue-and-groove planking is being considered. Stall 13 will someday host an additional work track. The big power tools and work benches will occupy half of stall 12 - that area should be in use about the time this article is printed. The wood shop is located in Bay B to take advantage of the fire walls between the bays, so that sawdust and welding/torching will not be mixed.

If you have access to idle wood-working tools of any sort, considered donating them to the development of the railcar wood shop. Tools on hand so far are only a 14" table saw, a 16" radial-arm saw, and an oscillating spindle sander. A planer and shaper for milling tongue-and-groove are most needed. Tools for rebuilding door and window frames will be needed next.

The last quarter of the building is Bay A (stalls 6-10.) These were converted by the railroad to offices and locker rooms at the same time stalls 1-5 were demolished. For the past six years, they have served as the machine shop, locker room, parts room, training room, office, and library. This is where everything that can be taken off and repaired on a bench is done. There is a good selection of machinist's tools on hand, including a radial-arm drill, drill presses, lathes, vertical and horizontal mills, two shapers and a planer.

A good deal of work also happens outside in the yard. This winter has seen the repair of NP 2153's bearings so that it can roll, and very active bus repair by the Classic Bus Division. (That division was inactive because the only operable bus, 1399, damaged its engine. Lack of a good work space was the chief reason repairs couldn't happen. They were invited to Jackson Street and have had mechanics busy all winter. In that time, they have gotten three, perhaps four busses ready to operate for Thomas the tank Engine.)

What is amazing to me is that this explosion in maintenance and restoration activity has happened with almost no loss of volunteers by the operating sites. On any given Saturday, it is normal to see twenty to thirty people busy preserving history. But the majority are new volunteers who are attracted to restoration, not operation. I'm from Iowa, and it reminds me of a famous Iowa quote: "If you build it, they will come."

Thanks to **Art Pew**, who enabled the restoration of the Jackson Street Shops, and to everyone who supported the vision. The volunteers have come and keep on coming, and the results are amazing.

RECENT DEVELOPMENTS AT THE JACKSON STREET ARCHIVES

-Lorenz Schrenk

In recent months activity has accelerated at the archives at Jackson Street Roundhouse. The archives are a joint activity of MTM, the Northern Pacific Railway Historical Association and the Great Northern Railway Historical Society. The archives contain

a variety of records, photographs, books and other items pertaining to railroads of the region.

Recent activities include work to catalog the more than fifty collections already part of the archives. Collections range in size from a single item to thousands of items. Every Tuesday evening a group of members have been gathering at the archive office to sort through and enter catalog information. Active participants include: **Mike Borkan, Jim Dick, Eric Hopp, Hudson Leighton, Larry Schrenk, Ladd Siegfried, Gary Wildung** and **David Zuhn.**

One collection currently being cataloged contains twenty boxes of excellent Builder's photographs of cars and locomotives from Burlington Northern-Santa Fe and predecessor roads. Another collection is a large number of railroad pictures donated by the family of a former Northern Pacific locomotive engineer from Jamestown, North Dakota. A third collection being processed has a variety of artifacts, books, and other items from a former BN-SF president.

Four computers have been set up in the archive office for use in cataloging items so they can be stored and retrieved for research. Two new data-entry computers plus a third computer for use as a network server are on order. These will allow more people to enter data. **Jeff Otto**, a software expert from the Union Pacific, has been developing the computer programs being used by the archives.

In 2002 members of GNRHS and NPRHA, with support from MTM, renovated two rooms at the roundhouse as archive storage space. These rooms are now filling up. The next step will be to renovate a larger room located beneath the museum exhibit area at the roundhouse. When completed, the room will add about 2,300 square feet of storage area and allow the historical groups to move several hundred file cabinets and many boxes of railroad records to Jackson Street from off-site storage.

Included in the archives facilities is a high quality photo scanner. **Stu Holmquist** and others have been using this capability to scan and record negatives and photographs. It will also be possible to make high-quality copy prints in the archives collections for research and eventually for publication.

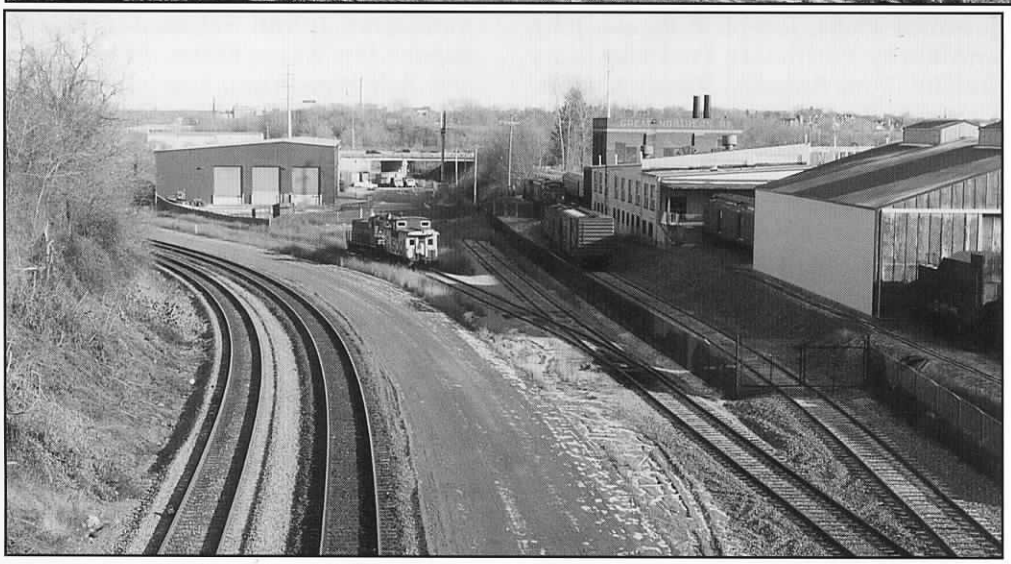
Even though the archives are still in an early stage of development, already they have made contributions to many projects at MTM. Examples include providing information and drawings for renovating, painting, and lettering the NP caboose displayed by the JSRH powerhouse, supplying data and photographs for the John Blair Hinckley Fire Exhibit, furnishing technical data and the history for the restoration of former NP locomotives No. 2156 and 2153, and identifying and providing background on 1903 North Coast Limited coach 955.

From the Jackson Street bridge, it's easy to watch a weekend caboose train's entire trip from the turntable to the industrial lead switch, and down the hill alongside the BNSF main line. Eric Hopp photos.

Setting up an archive and library at Jackson Street Roundhouse is a complex task. There are many elements involved and many decisions yet to be made.

Progress has been excellent so far, but there is more to do. Any MTM members who would like to learn more or would like to participate in creating what promises to become an important MTM resource are invited to contact **Larry Schrenk** or **Stu Holmquist**.

Also, keep in mind that the archives may be an excellent place for donating your unused railroad books, photographs, maps, engineering drawings, etc. Since all three participating organizations have non-profit status, your donation could become a tax deduction for you.



LAKE MINNETONKA DIVISION REPORT

-Ann Merriman

Minnehaha Maintenance

This winter steamboat maintenance is going smoothly. LMD staff member **Christopher Olson** inspected the entire superstructure for wood damage and concluded that the biggest problems were found in the boat's windows, the fore and aft hatch covers, upper deck hatch cover, and upper deck PFD box. The windows have suffered from swelling due to the summer heat and damage due to their regular opening and closing. Chris removed the damaged windows from the superstructure and volunteer **Bob Dumas** has been painstakingly fixing any chips, cracks, and scratches. Bob also replaced rotted wood in the fore hatch cover while Chris applied new fabric to both covers.

Ross McGlasson and his friend **Al Peterson** constructed a new PFD box for the upper deck since the original box had suffered considerable rot. The box is completed and is now being attached to the hump area behind the smokestack. Chris is also installing new PA speakers that are located on the fore and aft sides of the box. **Jack Kegel** is fixing on the upper deck hatch, a cover that currently allows water to come down the gangway stairs to the main deck. **Bob Johnson, Mike Buck,** and **Dave Doner** are repairing and painting any chips in the hull and touching up the superstructure. **Mike Kramer** is fixing the radio antenna that was damaged during the boat pull-out last fall. **Jim Hewett, Leo Eiden** and **Leon Brewer** have shimmed the bearings on the high pressure valves to eliminate the persistent knock in the steam engine. **Virgil Behounek** replaced the gaskets in the feed water tank heater. **Mike McWilliams** has been painting the engine and bilges, and he regular supplies water to keep the humidity chamber under the waterline useful. The LMD staff thanks these volunteers for their diligence during the off season.

Holiday Fundraising

The LMD has received many donations through our annual holiday appeal letter sent out in November, responses to our volunteer dinner by non-attendees, and through additional funds attached to a member renewal form. These monetary donations were

Minnehaha boards passengers at the Wayzata dock.

received from a variety of supporters and Museum friends, members and non-members alike. The LMD thanks the following donors for their generosity and support: **Dean M. Akins, Vincent and Virginia Anderson, Donald Baker, Gordon C. and Carolyn Bassett, William Beamish, JanisBenell, Bob Johnson and Beth Kessler, Charlene Boden, Thomas and Marit Brock, John C. Bryant, Walter McCarthy and Clara Ueland, Lewis and Darlene Cradit, Ella P. Crosby and the Longview Foundation, Roger Cuthbertson, Dr. Amos and Sue Deinard, Frank Docherty, Loretta L. Docken and Wells Fargo Bank, Blair Dollery, Donald A. Duncan, MD, Anthony and Diane Eiden, Phil Epstein, Mrs. M. J. Florance, Jr. Elzabeth C. Quinlan Foundation, Bill and Katherine Fox, Roger H. Frommelt, Howard and Elizabeth Guthmann, Barbara Halligan. Walt Handschin, Lester G.Hansen, Sigmund Harris, Douglas M. and Martha M. Head, Bill Herzog** and **IBM Corporation, Richard Hesse, Dr. John and Sandra Hotvet, Doug Hultgren, John and Sally Hunner, George Ittner, Lynn Momchilovich and James Swanson, Clark Johnson, Jr., Robert C. Jones, Jack Kegel, Marv Krafve, A. Scheffer Lang, Jim Larson, Donald H. Leavenworth, Mark MacPherson, George D. McClintock, Ross and Martie McGlasson, Daniel and Deborah McGlynn, Jerry and Shirley McNeal, Barb Merriman, Clinton Morrison, Charles Nagel, Bruce and Carol Olson, Rev. Orville and Yvonne Olson, Robert and Carol Owens, Leonard and Betty Page, Marjorie E. Papermaster, L. and M. Paris, John Paulson, Bruce Peterson, Cy and Norma Peterson, Mike and Mary W. Peterson, Peter Pflaum, Robert and Jeannine Picha, Joseph P. Plante, John and Kathy Prestholdt, Fred and Mary Raiche, Tom Roberts, Penny Rogers, Clarence Rud, J. N. and K. K. Ruehl, Carol Schmidt, Timothy and Virginia Sexton Family Foundation, Willy Skadsberg, George and Mary Ann Smerk, Tom Stevens and Maynard's Restaurant, Joan Strand, Christine Titus, Stephen Towle, Gedney and Emily Anne Tuttle, Ed Waldroff, Jim and Sue Willmore, Stephanie Wing, Bob and Nan Woodburn.**

Boat Show January 15-19, 2003

Every year the Bob Speltz Land-O-Lakes Chapter of the Antique and Classic Boat Society provides space for a Minnehaha exhibit at the Boat Show at the Minneapolis Convention Center in Minneapolis. The MTM is a member of the ACBS and LMD is very grateful for the opportunity to promote the Museum and the steamboat at this event among the wonderful antique boats in the BSLOL exhibit. LMD staff and volunteers distributed plastic bags containing information about all of the Museum's sites and activities and signed up potential new volunteers. Thanks are given to BSLOL President **Andreas Jordahl Rhude** and the board of directors for their generosity at this year's show.

The LMD staff thanks these volunteers for volunteering their time during this year's Boat Show: **Mike Buck, Brad Buxton, Chris Dovolis, Bob Johnson, Mike Kramer, Martie McGlasson, Ross McGlasson, Ann Merriman, John Petronek, Cliff Schlueter, Johnn Schroeder, Nancy Schroeder, Kerm Stake, Bob White,** and **Bob Woodburn**. Special thanks to **Bob Johnson** and **Jim Ogland** for designing the exhibit. A special thanks also goes to **Barb Durfee**, a Jackson Street Roundhouse volunteer, who donated a set of display panels to the Museum. The MTM staff have been using these panels since October for several tourism and informational shows to promote the Museum's sites. These panels have greatly assisted the staff in presenting the wonderful things the entire museum has to offer and their mobile nature has saved the staff many hardships.

2002 Volunteer Recognition Dinner

On February 8, 2003 the LMD and MTM acknowledged the great volunteers who keep the Minnehaha and Streetcar 78 operating and who are restoring Streetcar 1239, with a great dinner at the Southshore Senior/ Community Center. Seventy-five volunteers and guests, LMD staff, and MTM Executive Director **Don Meyer** attended the dinner. LMD's General Superintendent **Jim Larson** gave a 2002 year-end report and Division Council member **Mike Kramer** spoke on the LMD's efforts to locate a permanent Museum site. Don gave a nice speech

on the condition of the entire Museum, and MTM Board Chair Charles Barthold, who could not attend the event due to work constraints, wrote a brief statement read by LMD staff acknowledging the efforts of LMD's great volunteers.

We were lucky to have the Minnetonka High School's Jazz Ensemble "Suburban Skiffle" perform live before dinner. Many thanks are offered to their faculty leaders **Miles Mortensen and Chuck Keane**, and the band: **Scott Barden, Justin Bell, Pat Hoben, Jim Lester, Zane Omohundro**, and **Ben Peterson**. Thanks also to LMD volunteer **Anne Kramer** for organizing the band's appearance. A silent auction, with donations from MTM, the dinner's attendees, and Museum friends offset the costs of the evening, taking in $570.50. Also, an exhibit featuring the Museum's sites was present, with **Ken and Jan Albrecht** providing a great Powerpoint presentation concerning the restoration of #1239. The LMD staff thanks to Ken and Jan for this treat.

Numerous volunteers were acknowledged for their efforts during 2002 and all attendees received smiley face party favors. Volunteers with 40 or more volunteer hours dedicated to the LMD, combined from many types of activities (boat and streetcar operations, restoration, maintenance, ticket office and store sales, committee and council meetings, boat show) received a steamboat and streetcar ornament including:

Irey, Dave	40.00
Isaacs, Aaron	40.00
Kravfe, Marv	40.00
Ogland, Jim	40.00
Ohland, Jean	40.00
Provost, Sharon	40.00
Hultgren, Doug	43.00
Heminger, Neal	47.50
Eiden, Leo	48.00
Schmidt, Steve	48.00
Heiderich, Scott	51.00
Borchert, Dave	51.50
Hewett, Jim	56.50
McGlasson, Ross	59.00
Isaacs, George	60.00
Irey, Jackie	61.75
Kramer, Anne	64.00
Kramer, Liz	68.75
Buck, Mike	69.00
Jurgens, Jim	70.25
Larson, Jim	76.75
Tuttle, Bruce	88.25
Schroeder, Nancy	93.50
Kramer, Mike	106.00
Settergren, Phil	118.75
Olsen, Jerry	129.25
Schroeder, Johnn	134.50
Rud, Chuck	144.50
Lindberg, Keith	147.00
Merriman, Ann	155.00
Howes, Neil	156.00
Olson, Christopher	167.50
Johnson, Bob	197.25
Petronek, John	205.00
Willmore, Jim	229.75
Stake, Kerm	279.00
Graham, Bill	301.50
Leckie, Comfort	396.75
Albrecht, Ken	497.50

Many other volunteers dedicated over 40 hours to the LMD but could not attend the dinner including:

Barthold, Charles	40.00+
Carlson, Roger	40.00
Eaton, Eric	40.00
Senior, John	40.00
Williams, Steve	40.00
McGlasson, Martie	44.25
Blasing, Brad	55.00
Decatur, Steve	57.00
Hansen, Jerry	71.50
Behning, Duane	73.50
Blanchard, Dave	74.00
Schlueter, Cliff	78.00
Soneson, Carl	78.00
Doner, Dave	79.00
Johnson, Robert	86.75
Roberts, Tom	90.25
Love, John	93.25
Kegel, Jack	132.50
McWilliams, Mike	135.50
Dumas, Bob	163.00
Ittner, George	174.00
Buxton, Brad	212.00

It has become a tradition for the LMD staff to recognize volunteers whose extra efforts deserve special mention including:

Young People Awards: Liz Kramer, Anne Kramer, Bob Johnson, Kerm Stake, Bruce Tuttle, Comfort Leckie, Jim Larson

Beach Ball Award: Jim Jurgens

Tour Guide Award: Jim Ogland

Scheduling Award: Marv Krafve

Ticket Office Troopers: Comfort Leckie, Jackie Irey, Johnn Schroeder, Nancy Schroeder, Sharon Provost, Jean Ohland, Liz Kramer, Audre Stake

Streetcar Restoration: Jerry Olsen, Phil Settergren, Neil Howes, George Isaacs, Jim Willmore, Bill Graham, Keith Lindberg, Ken Albrecht

Boat Barn Guys: Dave Irey, Bob Johnson, Mike Buck, Kerm Stake, Chuck Rud, Jim Hewett, Bruce Tuttle, Leo Eiden

Streetcar 78 Guys: Steve Schmidt, Ken Albrecht, Scott Heiderich

Captains: Jim Jurgens, Mike Kramer, Bob Johnson

Engineers: Chuck Rud, Dave Borchert

Pursers: John Petronek, Kerm Stake, Anne Kramer

GEAR Guys: Bob Johnson, Kerm Stake, Mike Kramer, Bob White, Ross McGlasson

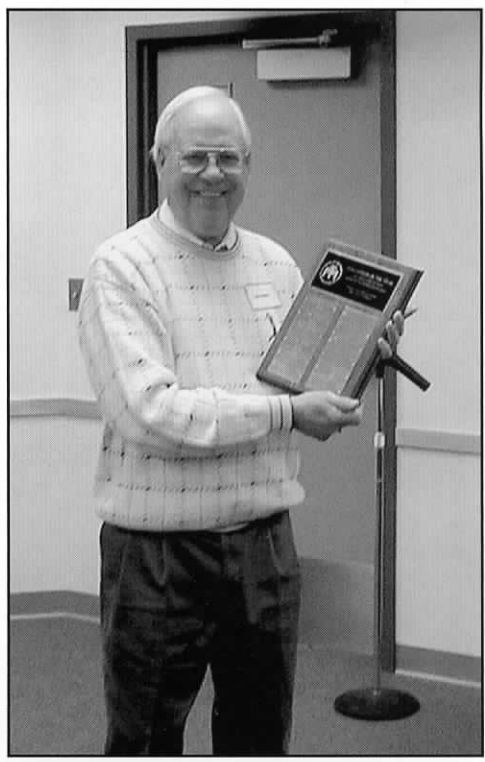
Committees: Johnn Schroeder, Scott Heiderich, Aaron Isaacs, Ross McGlasson, Kerm Stake, Steve Schmidt, Jim Larson, Mike Kramer, Bill Graham

Big Grand Poobah Award: Don Meyer

Volunteer of the Year: Kerm Stake

Obviously, some of these awards deserve some explanation. While **Liz and Anne Kramer** are younger people, the other people receiving the award are, well, not so young. However, the LMD staff feels that Bob, Bruce, Kerm, Comfort, and Jim demonstrate what it is to be young and they certainly act like it! Another person should have been included in this list - **George Isaacs**. George certainly demonstrated his ability to 'cut a rug' before the dinner with LMD staff **Ann Merriman** and **Liz Kramer**. Ann's shoe flew off at one point....

The Beach Ball award to **Jim Jurgens** was to pay homage to his moving to Florida soon; since he will not longer be operating the Minnehaha, we figure he can use the ball to play on the beach instead. The Tour Guide award



Volunteer of the Year Kerm Stake shows off his award at the 2002 LMD Volunteer Recognition Banquet.
Christopher Olson photo.

Staff member Christopher Olson (second from right) and volunteers (left to right) Ross McGlasson, Dave Doner, Mike Buck, and Bob Johnson behind the newly constructed box that holds the personal flotation devices on the Minnehaha. Ann Merriman photo.

acknowledges **Jim Ogland's** efforts during our Big Island Fundraiser that would not have been nearly as successful without his great tour. Car and Boat Barn awards went to those individuals who spend the most time restoring or maintaining our equipment. Operations awards, those to the Streetcar 78 guys, captains, engineers, and pursers went to those individuals who spent the most hours actually operating the steamboat and streetcar during the season. The Committee awards went to those volunteers who serve on or stand in for LMD representatives at MTM's museum-wide committee meetings. Finally, **Kerm Stake** being named Volunteer of the Year makes sense to all who know what Kerm brings to the Museum and LMD.

Numerous volunteers could not come to the dinner but deserve special mention in relation to the awards above including: scheduling - **Tom Roberts**; streetcar restoration - **Bob Dumas** and **George Ittner**; boat maintenance - **Brad Buxton, Dave Doner, Jack Kegel, Mike McWilliams,** and **Tom Roberts**; Streetcar 78 - **Bob Beyer, Dave Blanchard, Robert Johnson,** and **Martie McGlasson**; captains - **Brad Buxton, Jack Kegel, Tom Roberts,** and **Cliff Schlueter**; engineers - **Brad Blasing, Steve Decatur, Jerry Hansen,** and **Mike McWilliams**; pursers - **Duane Behning** and **Dave Doner**; GEAR Program Guys - **Duane Behning, Dave Doner, Chris Dovolis, Jerry Hansen, Jack Kegel, Wally Krake, Tom Roberts,** and **Carl Soneson**; and committees - **Jack Kegel**.

The LMD staff would also like to thank the following volunteers and spouses who attended the dinner but who have not been mentioned previously: **Darcy Anderson, Marian Bohe, Pam Borchert, Mary Kay Graham, Kathy Heiderich, Neal and Jill Heminger, Joyce Jurgens, Beth Kessler, Donna Krafve, Karen Kramer, Marilyn Larson, Dora Meakins, Dave Norman, Peggy Ogland, John and Kathy Prestholdt, Marni Radcliffe, Pat Rud, Jeanie Tuttle, Jim and Jincy Vaitkunas, Ed Waldroff, Terry Warner,** and **Sue Willmore**.

Educational and Community Outreach

This year the City of Excelsior is celebrating its 150th anniversary with a variety of activities and events, culminating in a two-day celebration on August 16-17, 2003. On February 22, LMD volunteers in uniform attended the "Kick-Off Luncheon" for the Excelsior Sesquicentennial to answer questions and represent the Museum. An exhibit focusing on Minnehaha's history, Streetcar #78, and the restoration of Streetcar #1239 assisted the volunteers in educating luncheon attendees about the Museum and our operations. The LMD staff thanks **Jack Kegel, Anne Kramer, Jim Larson, John Petronek, Cliff Schlueter,** and **Kerm Stake** for their time.

For the last three years the LMD staff has represented the Museum at the annual Great Lakes Shipwreck Preservation Society conference held at Roseville High School. This year's exhibit was the best ever, thanks to the aforementioned display panels donated to the Museum. This conference is a great opportunity for the LMD staff to educate the local diving community about the ethics of underwater archaeology and the protection of our limited maritime resources. Many divers are unaware that underwater archaeological sites are protected by Federal and State laws, and that to loot any site is punishable by fines and jail time.

Every year the LMD staff volunteers their time to the Community Resource Pool for various presentations on maritime history, nautical archaeology, Egyptology, and the Museum during history, art, and social studies classes, and "Career Day" events. Schools visited so far in 2003 at the Arts High School in Golden Valley, Blessed Trinity-Nicollet School in Richfield, and Oak Grove Middle, Olson Elementary, and Olson Middle Schools in Bloomington.

EXCELSIOR STREETCAR LINE REPORT

-Bill Graham

At the end of Winter, car 1239 edged closer to final completion. **Bob Dumas** made and installed foot rest bars under the cross seats using original equipment brackets from Museum stocks. **George Ittner** rebuilt some storage shelves shelves. **Bill Graham** continued to locate and install small parts on the car. **Howie Melco** fabricated a very large drawbar for 1239's front end. It looks and functions exactly like original equipment. Howie also repaired the cast threshhold which guides the sliding doors at the rear of the main compartment. Cleanup has begun around the shop to remove some of the dust and debris from the four year rebuilding program.

On March 15, **Ken Albrecht's** new steps for 1239 were assembled and set in position at the rear platform. The steps, entirely dreamed up by Ken and fabricated in his workshop in North Mankato, fit the streetcar perfectly. End plates for the steps and the bracing which supports them from beneath against the car's center sills, are being made prior to installation. Ken is making plans for the linkage mechanism which lets the motorman on the front end operate the gates at the rear according to commands from the conductor.

The late afternoon sun lights up the rails as #78 approaches the Excelsior carbarn. Jan Albrecht photo.

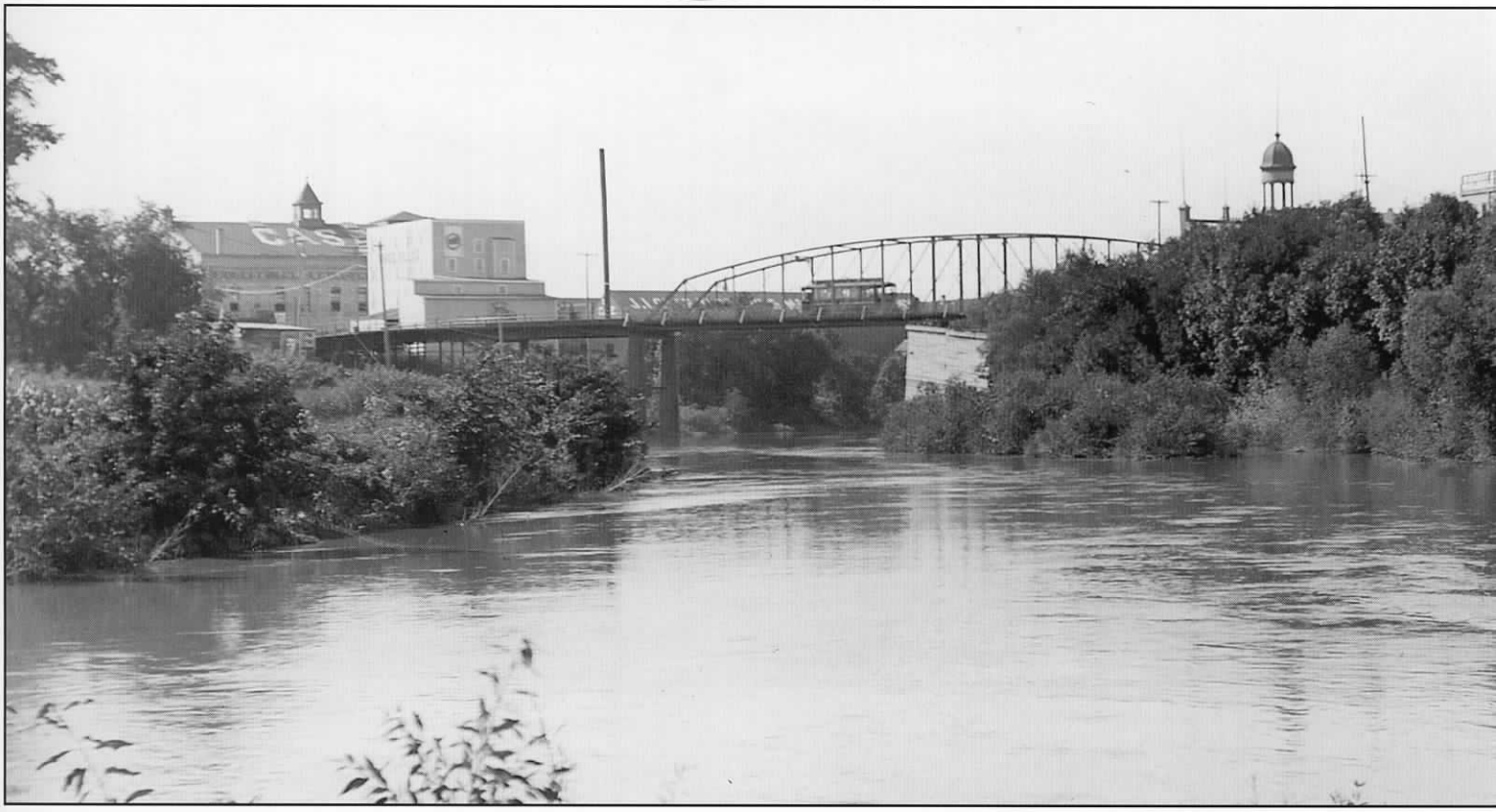
There remain a number of smaller, finish-up details to complete car 1239's restoration. An electric resistance heating system will be installed in the compartment to facilitate cool weather operation. This will be concealed beneath the seats on the pole side of the car, much like the system installed in car 265 a few years ago. This type of heater, while unprototypical, is a reasonable compromise for present day operation of the car. Yet to be found is a coal-burning Baker car heater to be located on the front platform for display only. Some additional hardware and a work light are needed in the motorman's cab, as are back-up lights at the rear end. Suitable destination signs must be found or perhaps made, including appropriate pre-1932 destinations for the Lake Minnetonka Division. All this and more will come together this summer as the workshop group prepared to begin the next major streetcar restoration project, Car No. 10 of the Winona Railway Light & Power Company. It will be a fun project, but you can't enjoy it if you don't show up. Call **Bill Graham**, 952-435-9724, if you want to participate.

The fine workmanship is evident in the interior of car #1239, sporting an "Excelsior" destination sign. Phil Settergren photo.

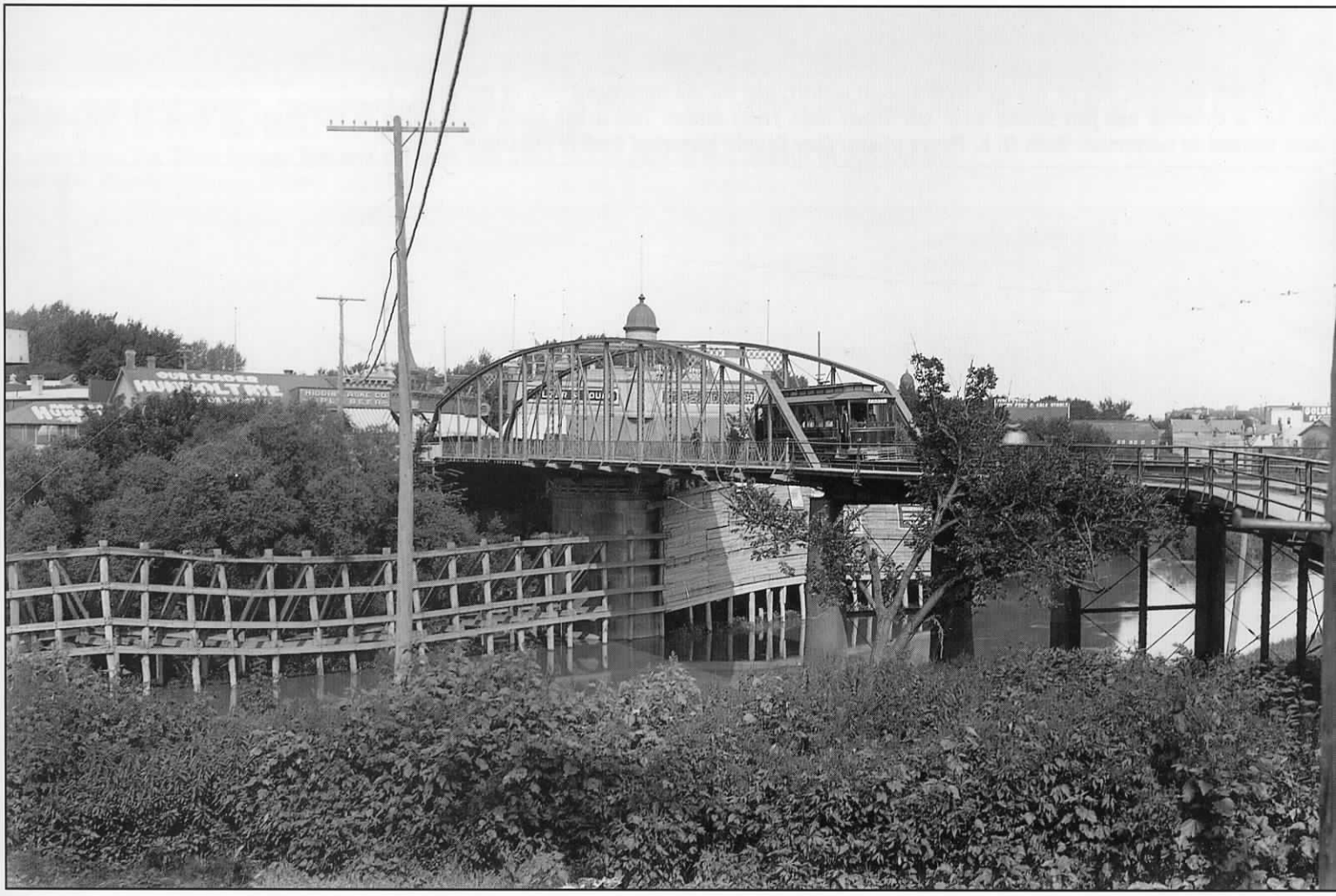
MOORHEAD STREETCARS

The Fargo & Moorhead Street Railway was one of four Minnesota streetcar systems that crossed a state line. The others were Duluth-Superior, Grand Forks-East Grand Forks and Wahpeton-Breckenridge. It operated from 1904 to 1937. Four lines served each city, and about eight miles of track were operated in each state. The longest line on the Minnesota side extended over three miles to the Northern Pacific division point in Dilworth, much of it on private right of way. This story covers only the Moorhead operation.

A Fargo bound car in downtown Moorhead is turning off Front Street onto 4th Street. O.E. Flaten photo. Clay County Historical Society collection.

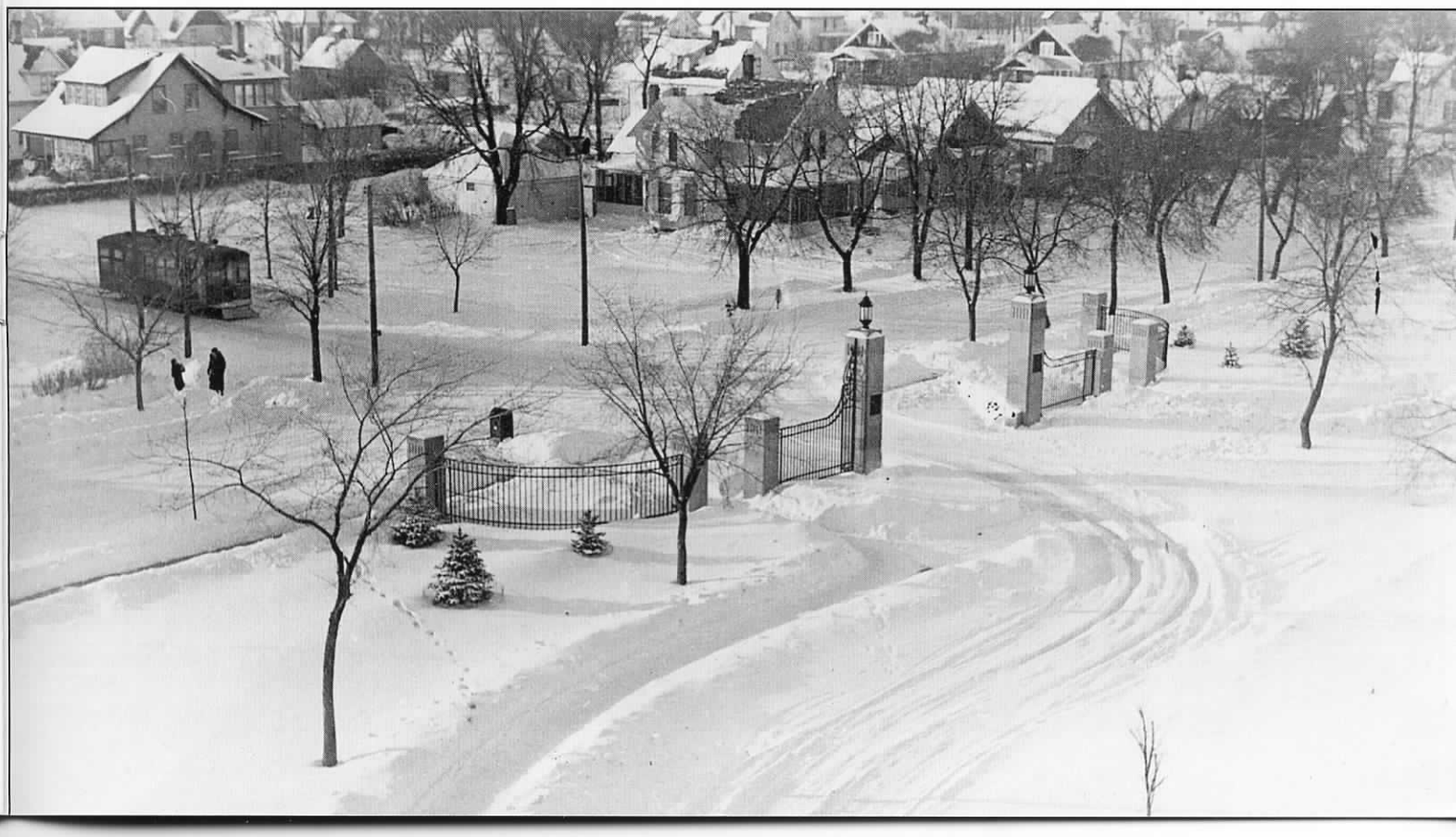


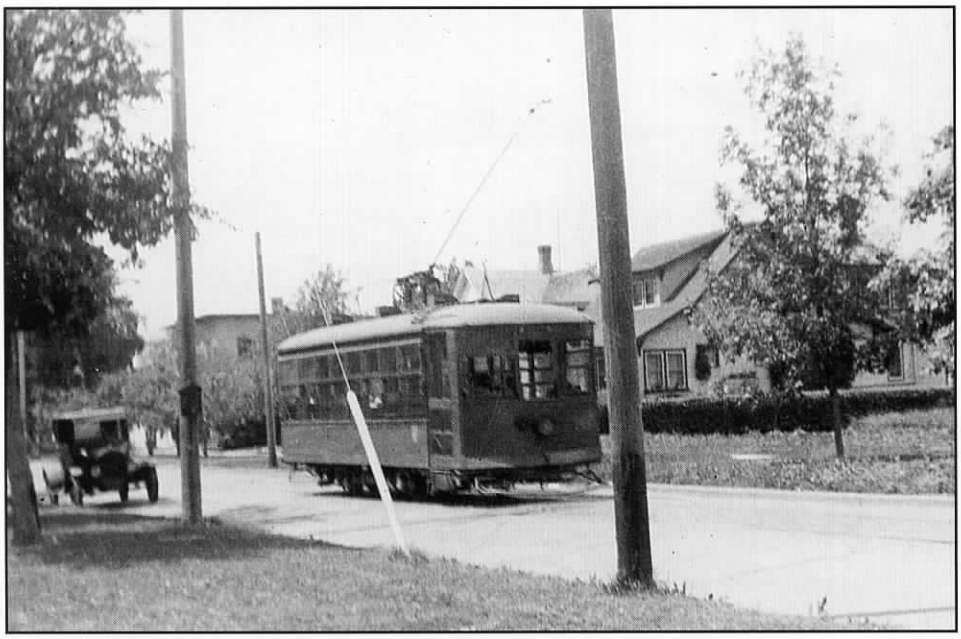
The two cities were linked by this bridge over the Red River that emptied into Northern Pacific Avenue on the Fargo side. Note the tall, rounded dome in both photos, as well as the one on the next page. It sat at the Moorhead end of the bridge. Both O. E. Flaten photos, Clay County Historical Society collection.



The caption describes this as the 1st Street saloon district, just on the Moorhead side of the river.
Below: A streetcar has just turned from 4th Street onto Front Street. This is the same intersection as the photo on page 20, but looking east instead of northwest. Both O. E. Flaten photo. Clay County Historical Society collection.

Like so many small systems, Fargo-Moorhead replaced its old two-man cars with one-man single truck Birneys. One of them is facing north on 6th Street at Front, two blocks east of the previous photo.
In later years the State College line was cut back one block to the edge of the campus at 11th Street.
Both Clay County Historical Society collection.





Left: We don't know the exact location, but this view typifies the 1920s single track operation through residential neighborhoods.

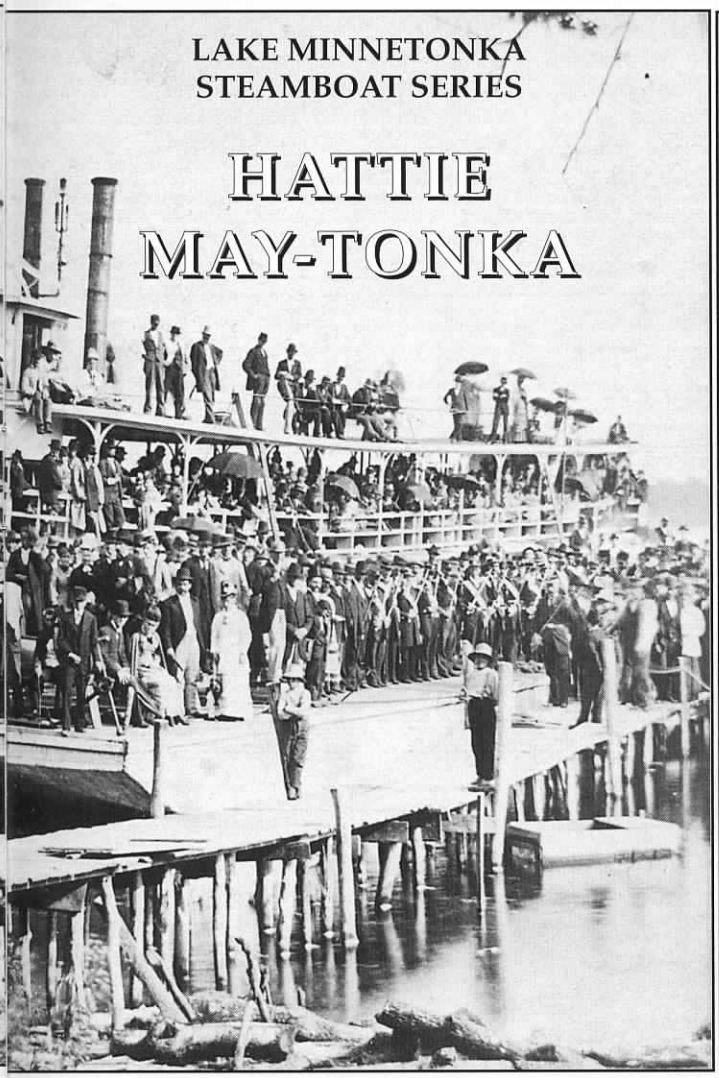
Below left: The Dilworth line was in its last winter when this was taken in February 1937. This gives a good idea of the open, interurban like nature of the line. Clay County Historical Society collection.

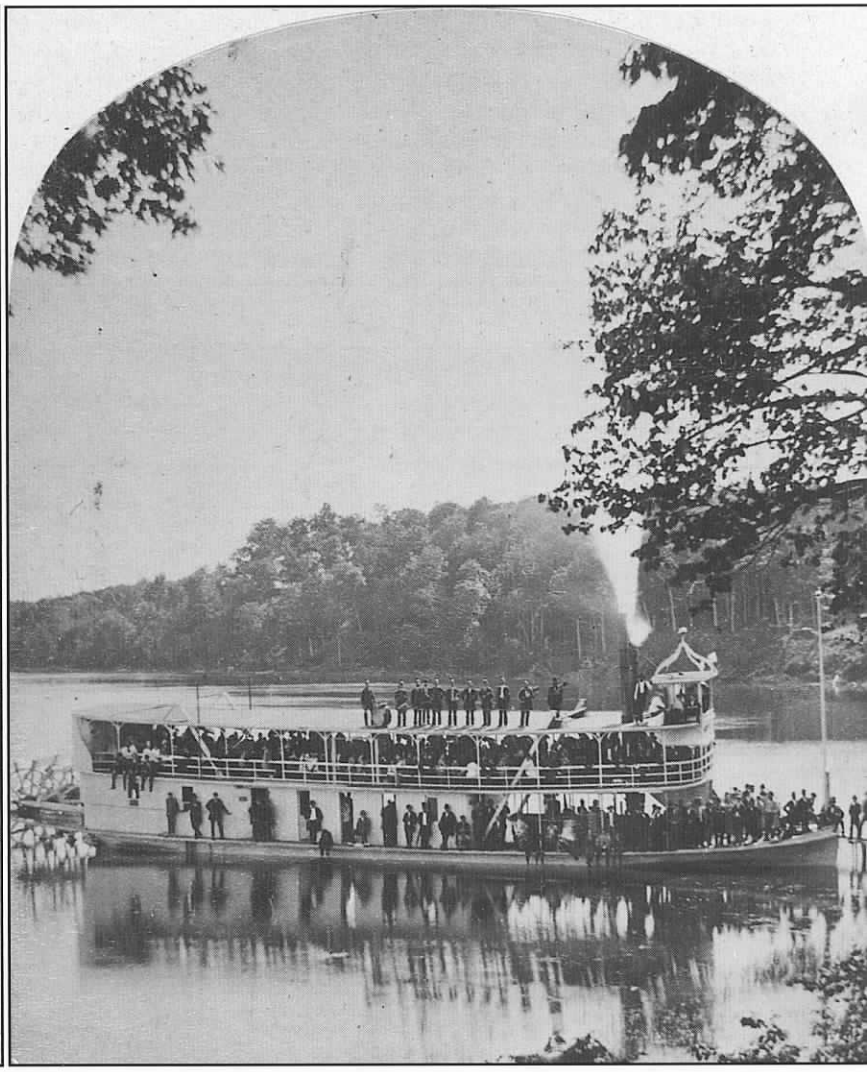
Above & Right: The Hattie May with a couple of heavy loads. Apparently the barge was lashed to the port side. The use of unpowered barges was not uncommon on Lake Minnetonka.

Right: On board the Hattie May's upper deck, looking toward the bow. Minnesota Historical Society collection.

LAKE MINNETONKA
STEAMBOAT SERIES

HATTIE MAY-TONKA





When it was built in 1878, the Hattie May was the largest steamboat on Lake Minnetonka, at 100 feet. It appears to have been the first sternwheeler on the lake. Of the 90 steamboats that ran on Minnetonka, only three or four were sternwheelers, and only two of those (Hattie May and Excelsior) were large boats. Screw propelled boats were by far the most common, followed by side wheelers.

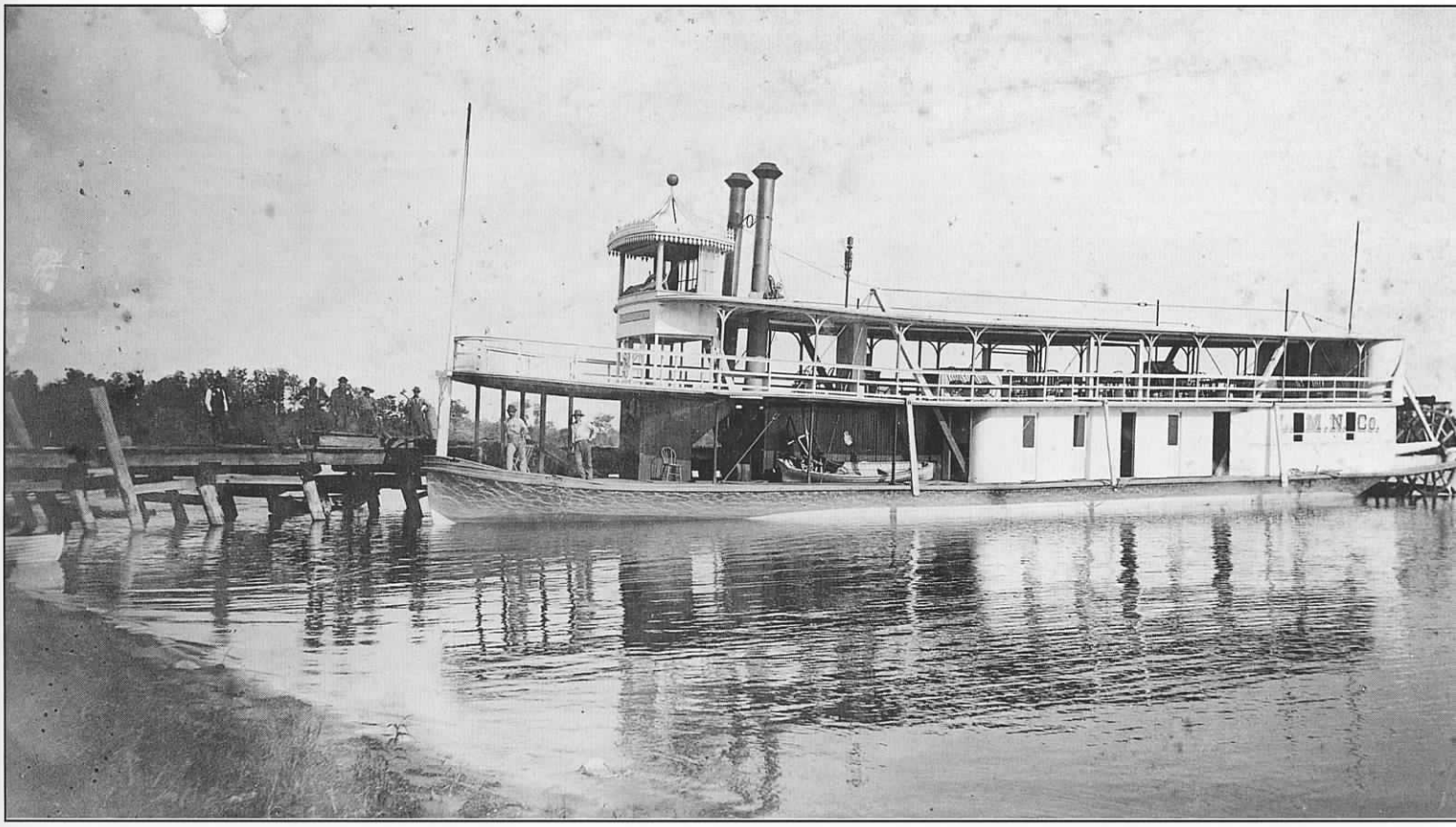
Hattie May was built by Maurice Godfrey for owner Charles May. Godfrey is credited with building eight Minnetonka steamboats between 1878 and1885. Hattie May was the first of the big boats that dominated the 1880s. Besides being a sternwheeler, the Hattie May/Tonka is easy to recognize by the ornate crown and ball atop the pilot house. May sold it to the Lake Minnetonka Navigation Company in 1881, and it sailed under that banner until 1897, when Captain John Johnson bought it, along with most of the other big boats on the lake. It was piloted by Captain R.T. Mann, who later was in charge of the Twin City Rapid Transit express boat Stillwater.

Steamboats were continually being modified. The Hattie May at one time had a second deck that reached forward of the pilot house and was supported by the bow flagpole. This was later cut back to the pilot house, making the front end look like something was missing. It remained this way even when rebuilt as the Tonka.

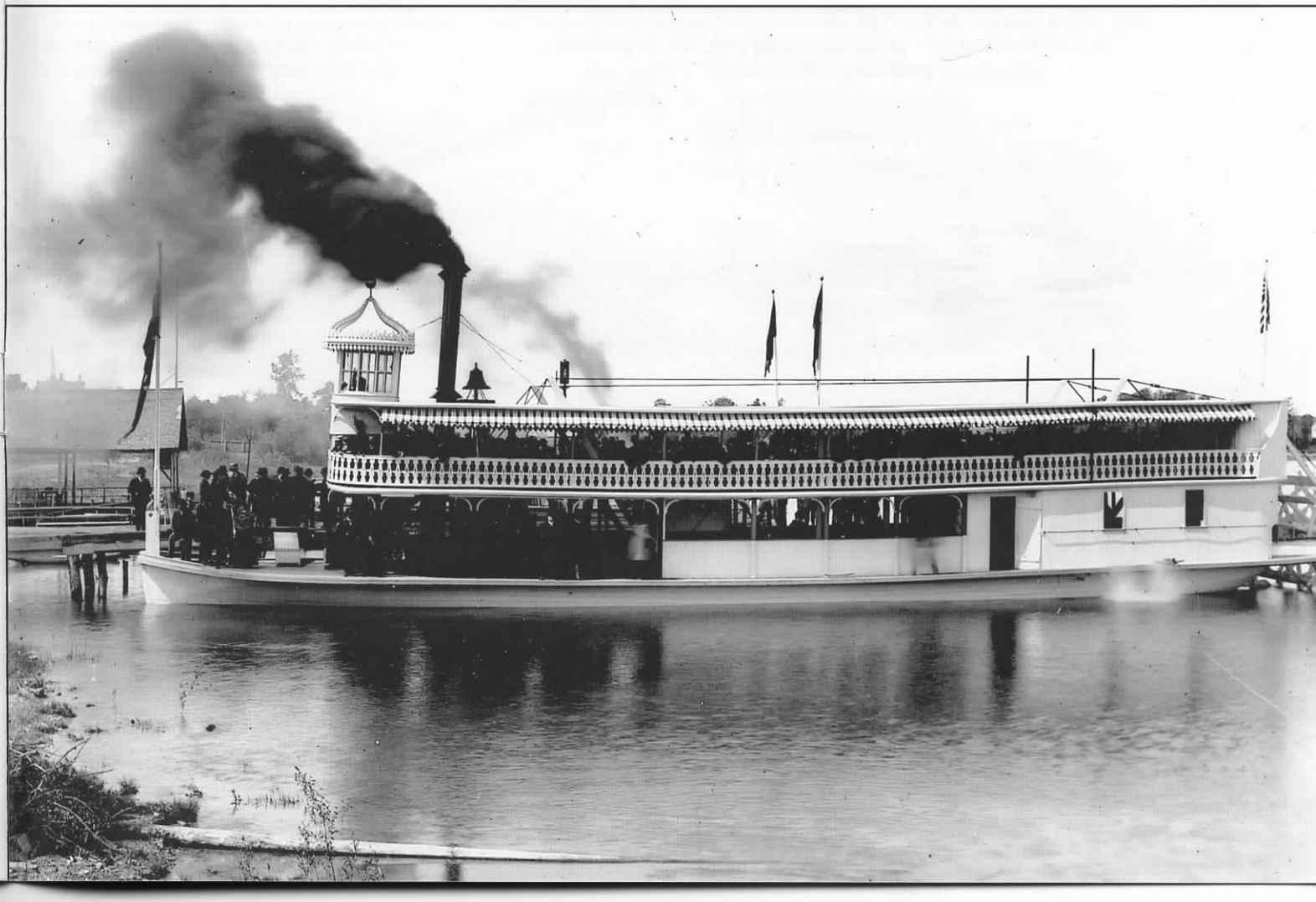
The Hattie May was rebuilt in 1897 as the Tonka. The overall look of the boat was unchanged. The midship cabin walls were cut down to waist high. A new ornamental railing and awning were installed on the upper deck.

The Tonka succumbed to the low point of steamboating on the lake, and was burned in 1900.

The Tonka as it appeared in its last years, working for the Lake Minnetonka Transportation Company. Minnesota Historical Society collection.



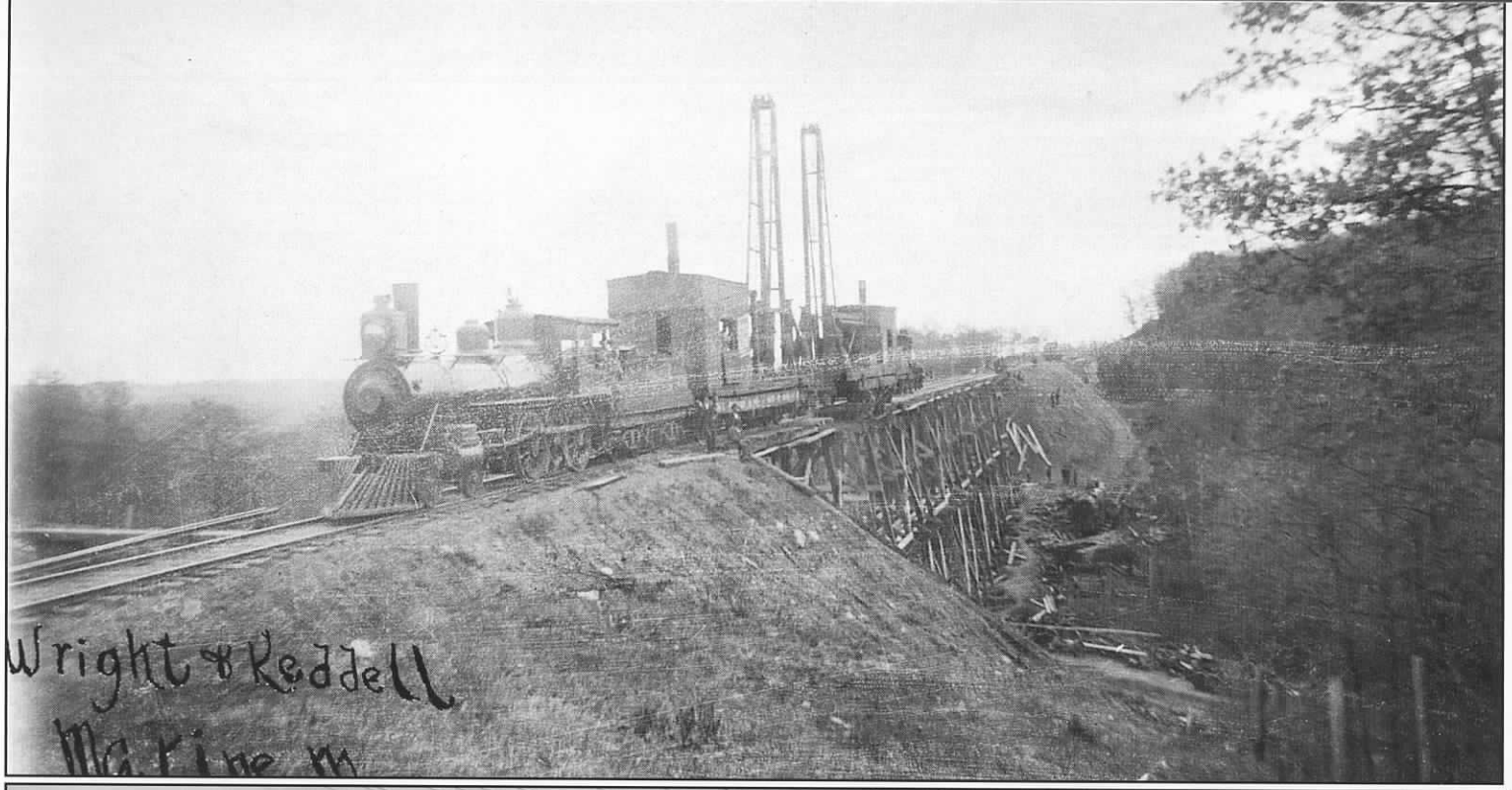
These two views offer a good comparison of the differences between the Hattie May and the Tonka. These include opening up the front par of the cabin and a new ornamental second deck railing. The projection of the second deck ahead of the pilot house was removed while it was still the Hattie May. Minnesota Historical Society collection and Minneapolis Public Library collection.



Last issue featured a photo of the Minneapolis & St. Louis trestle over Carson's Bay in Deephaven. This much earlier view looks east from the depot. Note that the parallel road bridge has not yet been built.

Once upon a time temporary construction railroads were used to build highways. This is Highway 3 between Northfield and Faribault in the 1920s. Both Minnesota Historical Society collection.

These photos were taken by competing photographers from the Minneapolis Star-Tribune and St. Paul Pioneer Press. Both journeyed down the Mississippi to document the steam powered big hook cleaning up this 1944 derailment on the Milwaukee Road's River Line. The location is unknown—maybe Frontenac. The side tracks suggest a station nearby. Minnesota Historical Society collection.



Here are pair of steam powered pile drivers at work, 30 years apart. The top view is the Soo Line half a mile north of the Marine depot, where MTM's Osceola & St. Croix Valley now runs. This appears to be where County Road 4 passes under the tracks. Today it tunnels under the tall fill where the trestle used to be. The second view is on the Great Northern at Albany in 1929.
Both Minnesota Historical Society collection.

Comings and goings on the Omaha—In March 1945 the hometown subsidiary of the Chicago & North Western retired a string of steam locomotives and sent them east for scrapping. The funeral train, with rear end helper, has passed under White Bear Avenue. In the distance is the Hazel Park streetcar bridge, which still carries a trail today. In August that same year the railroad took delivery of a string of new 40 foot steel boxcars. Both Minneapolis Star-Tribune photo, Minnesota Historical Society collection.

MINNESOTA STREETCAR MUSEUM

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August 2021

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